



**U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION III
ASSISTANCE AGREEMENT/AMENDMENT NOTICE**

RECIPIENT NAME AND ADDRESS:

DATE: October 7, 2014

Mr. James W. Gillespie
Director of Engineering
Delaware River and Bay Authority
Junction of I-295 and Route 9, DE Mem Bridge
New Castle, Delaware 19720-0071

Re: Assistance # DE-963338-01-0

Enclosed is a digitally signed Assistance Agreement/Amendment from the U.S. Environmental Protection Agency.

A signature from a representative of your organization is **not** required on this agreement. The recipient demonstrates its commitment to carry out this award by either: 1) drawing down funds within 21 days after the EPA award/amendment mailing date; or 2) not filing a notice of disagreement with the award terms and conditions within 21 days after the EPA award/amendment mailing date.

If the recipient disagrees with the terms and conditions specified in this award, the recipient's authorized representative must submit a notice of disagreement to the EPA Award Official within 21 days after the EPA award/amendment mailing date. The notice of disagreement should be sent to R3_Grant_Awards@epa.gov.

In the case of a disagreement, and until the disagreement is resolved, the recipient should not draw funds under this award/amendment, and any costs incurred by the recipient are at its own risk.

The Assistance Agreement should be distributed and reviewed within your organization and retained for your official records.

If you have any questions on drawdowns, please contact Peter Puglisi at 702-798-2426 or puglisi.peter@epa.gov.

To assist you with your post-award management responsibilities, please see [Managing Your EPA Grant](#). This document contains important post-award reporting requirements and instructions on how to receive payments. To view this and other EPA grant-related information, visit our Region 3 Grants Office website at:

<http://www.epa.gov/region3/grants/grants.htm>

Please reference the EPA Assistance Number on all future correspondence regarding this Assistance Agreement. Questions on technical matters should be directed to the Project Officer and questions on administrative matters should be directed to the Grants Specialist identified in the Assistance Agreement/Amendment.

	U.S. ENVIRONMENTAL PROTECTION AGENCY Cooperative Agreement		GRANT NUMBER (FAIN): 96333801		DATE OF AWARD 09/30/2014	
			MODIFICATION NUMBER: 0			
			PROGRAM CODE: DE		TYPE OF ACTION New	MAILING DATE 10/07/2014
			PAYMENT METHOD: ASAP		ACH# PEND	
RECIPIENT TYPE: Interstate			Send Payment Request to: N/A			
RECIPIENT:			PAYEE:			
Delaware River and Bay Authority Junction of I-95 and Route 9, Del Mem Bridge New Castle, DE 19720-0071 EIN: 51-6000389			Delaware River and Bay Authority Junction of I-95 and Route 9, Del Mem Bridge New Castle, DE 19720-0071			
PROJECT MANAGER		EPA PROJECT OFFICER		EPA GRANT SPECIALIST		
James W. Gillespie Junction of I-95 and Route 9, Del Mem Bridge New Castle, DE 19720-0071 E-Mail: james.gillespie@drba.net Phone: 609-889-7250		Catherine Magliocchetti 1650 Arch Street, 3AP50 Philadelphia, PA 19103-2029 E-Mail: Magliocchetti.Catherine@epa.gov Phone: 215-814-2174		Douglas Roberts Grants and Audit Management Branch, 3PM70 E-Mail: Roberts.Douglas@epa.gov Phone: 215-814-5279		
PROJECT TITLE AND DESCRIPTION Marine Engine Repower of MV Delaware Ferry This project will repower two Tier 0 marine propulsion engines in one vessel with EPA Tier-3 certified engines.						
BUDGET PERIOD 10/01/2014 - 09/30/2015		PROJECT PERIOD 10/01/2014 - 09/30/2015		TOTAL PROJECT PERIOD COST \$3,132,800.00		
				TOTAL BUDGET PERIOD COST \$3,132,800.00		
NOTICE OF AWARD Based on your Application dated 06/17/2014 including all modifications and amendments, the United States acting by and through the US Environmental Protection Agency (EPA) hereby awards \$975,000. EPA agrees to cost-share 31.13% of all approved budget period costs incurred, up to and not exceeding total federal funding of \$975,000. Recipient's signature is not required on this agreement. The recipient demonstrates its commitment to carry out this award by either: 1) drawing down funds within 21 days after the EPA award or amendment mailing date; or 2) not filing a notice of disagreement with the award terms and conditions within 21 days after the EPA award or amendment mailing date. If the recipient disagrees with the terms and conditions specified in this award, the authorized representative of the recipient must furnish a notice of disagreement to the EPA Award Official within 21 days after the EPA award or amendment mailing date. In case of disagreement, and until the disagreement is resolved, the recipient should not draw down on the funds provided by this award/amendment, and any costs incurred by the recipient are at its own risk. This agreement is subject to applicable EPA statutory provisions. The applicable regulatory provisions are 40 CFR Chapter 1, Subchapter B, and all terms and conditions of this agreement and any attachments.						
ISSUING OFFICE (GRANTS MANAGEMENT OFFICE)			AWARD APPROVAL OFFICE			
ORGANIZATION / ADDRESS			ORGANIZATION / ADDRESS			
US EPA Region 3, 3PM70 1650 Arch Street Philadelphia, PA 19103-2029			U.S. EPA, Region 3 Air Protection Division 3AP00 1650 Arch Street Philadelphia, PA 19103-2029			
THE UNITED STATES OF AMERICA BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY						
Digital signature applied by EPA Award Official for Ronald J. Borsellino - Assistant Regional Administrator for Policy and Management John Krakowiak - Award Official delegate					DATE 09/30/2014	

EPA Funding Information

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FUNDS	FORMER AWARD	THIS ACTION	AMENDED TOTAL
EPA Amount This Action	\$	\$ 975,000	\$ 975,000
EPA In-Kind Amount	\$	\$	\$ 0
Unexpended Prior Year Balance	\$	\$	\$ 0
Other Federal Funds	\$	\$	\$ 0
Recipient Contribution	\$	\$ 2,157,800	\$ 2,157,800
State Contribution	\$	\$	\$ 0
Local Contribution	\$	\$	\$ 0
Other Contribution	\$	\$	\$ 0
Allowable Project Cost	\$ 0	\$ 3,132,800	\$ 3,132,800

Assistance Program (CFDA)	Statutory Authority	Regulatory Authority
66.039 - National Clean Diesel Funding Assistance Program (B)	Diesel Emissions Reduction Act of 2010 codified at 42 U.S.C. 16131 et seq	40 CFR PART 31

Fiscal									
Site Name	Req No	FY	Approp. Code	Budget Organization	PRC	Object Class	Site/Project	Cost Organization	Obligation / Deobligation
-	1403MH0043	14	E4	03M1	102AH4	4122	-	-	780,152
-	1403MH0043	13	E4	03M1	102AH4	4122	-	-	194,848

Budget Summary Page

Table A - Object Class Category (Non-construction)	Total Approved Allowable Budget Period Cost
1. Personnel	\$18,000
2. Fringe Benefits	\$0
3. Travel	\$0
4. Equipment	\$2,463,000
5. Supplies	\$1,800
6. Contractual	\$650,000
7. Construction	\$0
8. Other	\$0
9. Total Direct Charges	\$3,132,800
10. Indirect Costs: % Base	\$0
11. Total (Share: Recipient <u>68.87</u> % Federal <u>31.13</u> %.)	\$3,132,800
12. Total Approved Assistance Amount	\$975,000
13. Program Income	\$0
14. Total EPA Amount Awarded This Action	\$975,000
15. Total EPA Amount Awarded To Date	\$975,000

Administrative Conditions

1. General Terms and Conditions

The recipient agrees to comply with the current EPA general terms and conditions available at: http://www.epa.gov/ogd/tc_jan_2014.pdf. These terms and conditions are in addition to the assurances and certifications made as part of the award and the terms, conditions or restrictions cited below.

The EPA repository for the general terms and conditions by year can be found at: <http://www.epa.gov/ogd/tc.htm>.

2. Utilization of Small, Minority and Women's Business Enterprises

GENERAL COMPLIANCE, 40 CFR, Part 33

The recipient agrees to comply with the requirements of EPA's Disadvantaged Business Enterprise (DBE) Program for procurement activities under assistance agreements, contained in 40 CFR, Part 33.

FAIR SHARE OBJECTIVES, 40 CFR, Part 33, Subpart D

A recipient must negotiate with the appropriate EPA award official, or his/her designee, fair share objectives for MBE and WBE participation in procurement under the financial assistance agreements.

In accordance with 40 CFR, Section 33.411 some recipients may be exempt from the fair share objectives requirements as described in 40 CFR, Part 33, Subpart D. Recipients should work with their DBE coordinator, if they think their organization may qualify for an exemption.

Accepting the Fair Share Objectives/Goals of Another Recipient

The dollar amount of this assistance agreement, or the total dollar amount of all of the recipient's financial assistance agreements in the current federal fiscal year from EPA is \$250,000, or more. The recipient accepts the applicable MBE/WBE fair share objectives/goals negotiated with EPA by the Delaware Department of Natural Resources and Environmental Control as follows:

MBE: CONSTRUCTION 9.44%; SUPPLIES 1.79%; SERVICES 3.80%; EQUIPMENT 7.84%
WBE: CONSTRUCTION 8.86%; SUPPLIES 3.41%; SERVICES 5.67%; EQUIPMENT 17.65%

By signing this financial assistance agreement, the recipient is accepting the fair share objectives/goals stated above and attests to the fact that it is purchasing the same or similar construction, supplies, services and equipment, in the same or similar relevant geographic buying market as the Delaware Department of Natural Resources and Environmental Control.

Negotiating Fair Share Objectives/Goals, 40 CFR, Section 33.404

The recipient has the option to negotiate its own MBE/WBE fair share objectives/goals. If the recipient wishes to negotiate its own MBE/WBE fair share objectives/goals, the recipient agrees to submit proposed MBE/WBE objectives/goals based on an availability analysis, or disparity study, of qualified MBEs and WBEs in their relevant geographic buying market for construction, services, supplies and equipment.

The submission of proposed fair share goals with the supporting analysis or disparity study means that the recipient is **not** accepting the fair share objectives/goals of another recipient. The recipient agrees to submit proposed fair share objectives/goals, together with the supporting availability analysis or disparity study, to the Regional MBE/WBE Coordinator within 120 days of its acceptance of the financial assistance award. EPA will respond to the proposed fair share objective/goals within 30 days of receiving the submission. If proposed fair share objective/goals are not received within the 120 day time frame, the recipient may not expend its EPA funds for procurements until the proposed fair share objective/goals are submitted.

SIX GOOD FAITH EFFORTS, 40 CFR, Part 33, Subpart C

Pursuant to 40 CFR, Section 33.301, the recipient agrees to make the following good faith efforts whenever procuring construction, equipment, services and supplies under an EPA financial assistance agreement, and to require that sub-recipients, loan recipients, and prime contractors also comply. Records documenting compliance with the six good faith efforts shall be retained:

- (a) Ensure DBEs are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local and Government

recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.

(b) Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.

(c) Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.

(d) Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.

(e) Use the services and assistance of the SBA and the Minority Business Development Agency of the Department of Commerce.

(f) If the prime contractor awards subcontracts, require the prime contractor to take the steps in paragraphs (a) through (e) of this section.

MBE/WBE REPORTING, 40 CFR, Part 33, Subpart E

MBE/WBE reporting is limited to **annual** reports and only required for assistance agreements where one or more the following conditions are met:

- (a) there are any funds budgeted in the contractual, equipment or construction lines of the award;
- (b) \$3,000 or more is included for supplies; or
- (c) there are funds budgeted for subawards or loans in which the expected budget(s) meet the conditions as described in items (a) and (b).

Based on EPA's review of the proposed budget, this award likely meets one or more of the conditions as described above, therefore, the recipient agrees to complete and submit a "MBE/WBE Utilization Under Federal Grants, Cooperative Agreements and Interagency Agreements" report (EPA Form 5700-52A) on an annual basis.

However, if this award does not meet the conditions as described above, the recipient should provide the **EPA Grant Specialist** with a justification and budget details indicating that based on the planned budget, this award is **not** subject to the DBE reporting requirements.

When completing the annual report, recipients are instructed to check the box titled "annual" in section 1B of the form. For the last report, recipients are instructed to check the box indicated for the "last report" of the project in section 1B of the form. Annual reports are due by October 30th of each year. Last reports are due 90 days after the end of the project period.

The reporting requirement is based on planned procurements. Recipients with funds budgeted for non-supply procurement and/or \$3,000 or more in supplies are required to report annually whether the planned procurements take place during the reporting period or not. If no procurements take place during the reporting period, the recipient should check the box in section 5B when completing the form.

MBE/WBE reports should be **signed and emailed to R3 MBE-WBE Reports@epa.gov as a pdf file, or if that is not possible, mailed to Cynthia Burrows, Diversity/EEO Manager (3DA10), U.S. EPA - Region III, 1650 Arch Street, Philadelphia, PA 19103-2029 with a courtesy copy to the Grants Specialist.** The current EPA Form 5700-52A can be found at the EPA Office of Small Business Program's Home Page at http://www.epa.gov/osbp/dbe_reporting.htm

This provision represents an approved deviation from the MBE/WBE reporting requirements as described in 40 CFR, Part 33, Section 33.502; however, the other requirements outlined in 40 CFR Part 33 remain in effect, including the Fair Share Objectives negotiation as described in 40 CFR Part 33 Subpart D.

CONTRACT ADMINISTRATION PROVISIONS, 40 CFR, Section 33.302

The recipient agrees to comply with the contract administration provisions of 40 CFR, Section 33.302.

BIDDERS LIST, 40 CFR, Section 33.501(b) and (c)

Recipients of a Continuing Environmental Program Grant or other annual reporting grant, agree to create and maintain a bidders list. Recipients of an EPA financial assistance agreement to capitalize a revolving loan fund also agree to require entities receiving identified loans to create and maintain a bidders list if the recipient of the loan is subject to, or chooses to follow, competitive bidding requirements. Please see 40 CFR, Section 33.501 (b) and (c) for specific requirements and exemptions.

3. Intergovernmental Review

The recipient agrees to comply with the provisions of 40 CFR Part 29 or Executive Order 12372 by submitting the proposed workplan to the regional planning districts impacted by this project or State Single Point of Contact, whichever applies. The recipient must allow 60 days for review and comment by the regional planning districts or State Single Point of Contact, and must consider all comments received. Copies of the comments should also be forwarded to the EPA Project Officer for review. Work may not proceed until either the 60 day comment period has expired or all the comments have been received from the regional planning districts or State Single Point of Contact.

4. Annual Federal Financial Report

Pursuant to 40 CFR 30.52(a)(1) or 31.41(b), the recipient agrees to submit to EPA an annual Federal Financial Report (FFR) (SF-425) when the budget period is longer than one year. The following reporting period end dates shall be used for interim reports: 3/31, 6/30, 9/30, or 12/31. Interim reports shall be submitted no later than 90 days after the end of each reporting period.

The form is available on the internet at <http://www.epa.gov/financial/forms>. **All FFRs must be submitted to the Las Vegas Finance Center (LVFC) via email LVFC-grants@epa.gov or fax at 702-798-2423.**

Programmatic Conditions

1. FY2014 National Clean Diesel Funding Assistance (DERA) Programmatic Terms and Conditions.

The recipient agrees to comply with the FY2014 National DERA terms and conditions available at : http://www.epa.gov/ogd/tc/dera_national_fy_2014.pdf. These terms and conditions are in addition to the award specific programmatic terms and conditions outlined directly on the award document.

2. Mandatory Cost-Share Requirement

This award and the resulting federal funding share of **31.13% (or \$975,000)** as shown under "Notice of Award" above is based on estimated costs requested in the recipient's final approved workplan. While actual total costs may differ than those estimates, the recipient is required to provide no less than the cost-share percentages outlined below, as applicable, of the final equipment costs. EPA's participation shall not exceed the total amount of federal funds awarded or the maximum federal cost-share percentages outlined below, as applicable, of the final equipment costs. Recipients must satisfy any applicable cost share requirements with allowable costs as set forth in 40 CFR 32.23 or 31.24, as appropriate. The cost share requirements are as follows:

- 2.1. Engine Upgrades: EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine upgrade; recipient is responsible for cost-sharing at least 60% of the cost of an eligible engine upgrade.
- 2.2. Idle Reduction Technologies on Locomotives: EPA will fund up to 40% of the cost (labor and equipment) of an eligible idle reduction technology on a locomotive; recipient is responsible for cost-sharing at least 60% of the cost of an eligible idle reduction technology on a locomotive.
- 2.3. Marine Shore Power Connection and Alternative Maritime Power: EPA will fund up to 25% of the cost (labor and equipment) of an eligible shore connection system or truck stop electrification technology; recipient is responsible for cost-sharing at least 75% of the cost of an eligible shore connection system or truck stop electrification technology.
- 2.2. Certified Engine Repower: EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine repower; recipient is responsible for cost-sharing at least 60% of the cost of an eligible engine repower.
- 2.5. Certified Vehicle/Equipment Replacement:
 - 2.5.1. Nonroad Diesel Vehicles and Equipment: EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2013 model year or newer certified nonroad diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece

- of equipment; recipient is responsible for cost-sharing at least 75% of the cost of an eligible replacement vehicle or piece of equipment.
- 2.5.2. Highway Diesel Vehicles: EPA will fund the incremental cost of a newer, cleaner medium or heavy-duty vehicle powered by an engine certified to the 2013 model year or newer standards for highway heavy-duty diesel engines, up to 25% of the cost of an eligible replacement vehicle/equipment; recipient is responsible for cost-sharing at least 75% of an eligible replacement vehicle or piece of equipment.
 - 2.5.3. Drayage Vehicle Replacement: EPA will fund up to 50% of the cost of eligible drayage trucks with a 2010 model year or newer heavy-duty engine equipped with a diesel particulate filter (or diesel oxidation catalyst in the case of a CNG engine); recipient is responsible for cost-sharing at least 50% of an eligible drayage replacement vehicle.
- 2.6. Clean Alternative Fuel Conversions: EPA will fund up to 40% of the cost (labor and equipment) of an eligible clean alternative fuel conversion; recipient is responsible for cost-sharing at least 60% of the cost of an eligible clean alternative fuel conversion.

The eligible acquisition cost of equipment means the net invoice price of the equipment, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the property usable for the purpose for which it was acquired. Other charges, such as the cost of installation, transportation, taxes, duty or protective in-transit insurance, shall be included or excluded from the unit acquisition cost in accordance with the recipient's regular accounting practices.

3. Voluntary Cost-Share or Overmatch

This award and the resulting federal funding of **\$975,000** is based on estimated costs requested in the recipient's final approved workplan. Included in these costs is a voluntary cost-share contribution of **\$288,920** by the recipient in the form of a voluntary cost-share or overmatch (providing more than any minimum required cost-share) that the recipient included in its final approved workplan. The recipient must provide this voluntary cost-share contribution during performance of this award unless the EPA agrees otherwise in a modification to this agreement. While actual total costs may differ from the estimates in the recipient's application, EPA's participation shall not exceed the total amount of federal funds awarded.

If the recipient fails to provide the voluntary cost-share contribution during the period of award performance, and does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the voluntary cost-share contribution does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information regarding the voluntary cost-share or overmatch the recipient described in its final approved workplan, EPA may take action as authorized by 40 CFR Parts 30 or 31 and/or 2 CFR Part 180 as applicable.

4. Leveraging

The recipient agrees to provide the proposed leveraged funding, including any voluntary cost-share contribution or overmatch that is described in its final approved workplan. If the proposed leveraging does not materialize during the period of award performance, and the recipient does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the proposed leveraging does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information regarding the leveraged funding the recipient described in its final approved workplan. EPA may take action as authorized by 40 CFR Parts 30 or 31 and/or 2 CFR Part 180 as applicable.

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			MODIFICATION NUMBER: 0			
			PROGRAM CODE: DE		TYPE OF ACTION New	MAILING DATE 10/07/2014
			PAYMENT METHOD: ASAP		ACH# PEND	
RECIPIENT TYPE: Interstate			Send Payment Request to: N/A			
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DE - 96333801 - 0 Page 2

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Allowable Project Cost	\$ 0	\$ 3,132,800	\$ 3,132,800

Assistance Program (CFDA)	Statutory Authority	Regulatory Authority
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Fiscal									
Site Name	Req No	FY	Approp. Code	Budget Organization	PRC	Object Class	Site/Project	Cost Organization	Obligation / Deobligation
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whenever procuring construction, equipment, services and supplies under an EPA financial assistance agreement, and to require that sub-recipients, loan recipients, and prime contractors also comply. Records documenting compliance with the six good faith efforts shall be retained:

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- (e) Use the services and assistance of the SBA and the Minority Business Development Agency of the Department of Commerce.
- (f) If the prime contractor awards subcontracts, require the prime contractor to take the steps in paragraphs (a) through (e) of this section.

MBE/WBE REPORTING, 40 CFR, Part 33, Subpart E

MBE/WBE reporting is limited to **annual** reports and only required for assistance agreements where one or more the following conditions are met:

- (a) there are any funds budgeted in the contractual, equipment or construction lines of the award;
- (b) \$3,000 or more is included for supplies; or
- (c) there are funds budgeted for subawards or loans in which the expected budget(s) meet the conditions as described in items (a) and (b).

Based on EPA's review of the proposed budget, this award likely meets one or more of the conditions as described above, therefore, the recipient agrees to complete and submit a "MBE/WBE Utilization Under Federal Grants, Cooperative Agreements and Interagency Agreements" report (EPA Form 5700-52A) on an annual basis.

However, if this award does not meet the conditions as described above, the recipient should provide the **EPA Grant Specialist** with a justification and budget details indicating that based on the planned budget, this award is **not** subject to the DBE reporting requirements.

When completing the annual report, recipients are instructed to check the box titled "annual" in section 1B of the form. For the last report, recipients are instructed to check the box indicated for the "last report" of the project in section 1B of the form. Annual reports are due by October 30th of each year. Last reports are due 90 days after the end of the project period.

The reporting requirement is based on planned procurements. Recipients with funds budgeted for non-supply procurement and/or \$3,000 or more in supplies are required to report annually whether the planned procurements take place during the reporting period or not. If no procurements take place during the reporting period, the recipient should check the box in section 5B when completing the form.

MBE/WBE reports should be **signed and emailed to R3_MBE-WBE_Reports@epa.gov as a pdf file, or if that is not possible, mailed to Cynthia Burrows, Diversity/EEO Manager (3DA10), U.S. EPA - Region III, 1650 Arch Street, Philadelphia, PA 19103-2029 with a courtesy copy to the Grants Specialist.** The current EPA Form 5700-52A can be found at the EPA Office of Small Business Program's Home Page at http://www.epa.gov/osbp/dbe_reporting.htm

This provision represents an approved deviation from the MBE/WBE reporting requirements as described in 40 CFR, Part 33, Section 33.502; however, the other requirements outlined in 40 CFR Part 33 remain in effect, including the Fair Share Objectives negotiation as described in 40 CFR Part 33 Subpart D.

CONTRACT ADMINISTRATION PROVISIONS, 40 CFR, Section 33.302

The recipient agrees to comply with the contract administration provisions of 40 CFR, Section 33.302.

BIDDERS LIST, 40 CFR, Section 33.501(b) and (c)

Recipients of a Continuing Environmental Program Grant or other annual reporting grant, agree to create and maintain a bidders list. Recipients of an EPA financial assistance agreement to capitalize a revolving loan fund also agree to require entities receiving identified loans to create and maintain a bidders list if the recipient of the loan is subject to, or chooses to follow, competitive bidding requirements. Please see 40 CFR, Section 33.501 (b) and (c) for specific requirements and exemptions.

3. Intergovernmental Review

The recipient agrees to comply with the provisions of 40 CFR Part 29 or Executive Order 12372 by submitting the proposed workplan to the regional planning districts impacted by this project or State Single Point of Contact, whichever applies. The recipient must allow 60 days for review and comment by the regional planning districts or State Single Point of Contact, and must consider all comments received. Copies of the comments should also be forwarded to the EPA Project Officer for review. Work may not proceed until either the 60 day comment period has expired or all the comments have been received from the regional planning districts or State Single Point of Contact.

4. Annual Federal Financial Report

Pursuant to 40 CFR 30.52(a)(1) or 31.41(b), the recipient agrees to submit to EPA an annual Federal Financial Report (FFR) (SF-425) when the budget period is longer than one year. The following reporting period end dates shall be used for interim reports: 3/31, 6/30, 9/30, or 12/31. Interim reports shall be submitted no later than 90 days after the end of each reporting period.

The form is available on the internet at <http://www.epa.gov/financial/forms>. **All FFRs must be submitted to the Las Vegas Finance Center (LVFC) via email LVFC-grants@epa.gov or fax at 702-798-2423.**

Programmatic Conditions

1. FY2014 National Clean Diesel Funding Assistance (DERA) Programmatic Terms and Conditions.

The recipient agrees to comply with the FY2014 National DERA terms and conditions available at :

http://www.epa.gov/ogd/tc/dera_national_fy_2014.pdf. These terms and conditions are in addition to the award specific programmatic terms and conditions outlined directly on the award document.

2. Mandatory Cost-Share Requirement

This award and the resulting federal funding share of 31.13% (or \$975,000) as shown under "Notice of Award" above is based on estimated costs requested in the recipient's final approved workplan.

While actual total costs may differ than those estimates, the recipient is required to provide no less than the cost-share percentages outlined below, as applicable, of the final equipment costs. EPA's participation shall not exceed the total amount of federal funds awarded or the maximum federal cost-share percentages outlined below, as applicable, of the final equipment costs. Recipients must

satisfy any applicable cost share requirements with allowable costs as set forth in 40 CFR 32.23 or 31.24, as appropriate. The cost share requirements are as follows:

- 2.1. Engine Upgrades: EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine upgrade; recipient is responsible for cost-sharing at least 60% of the cost of an eligible engine upgrade.
- 2.2. Idle Reduction Technologies on Locomotives: EPA will fund up to 40% of the cost (labor and equipment) of an eligible idle reduction technology on a locomotive; recipient is responsible for cost-sharing at least 60% of the cost of an eligible idle reduction technology on a locomotive.
- 2.3. Marine Shore Power Connection and Alternative Maritime Power: EPA will fund up to 25% of the cost (labor and equipment) of an eligible shore connection system or truck stop electrification technology; recipient is responsible for cost-sharing at least 75% of the cost of an eligible shore connection system or truck stop electrification technology.
- 2.2. Certified Engine Repower: EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine repower; recipient is responsible for cost-sharing at least 60% of the cost of an eligible engine repower.
- 2.5. Certified Vehicle/Equipment Replacement:
 - 2.5.1. Nonroad Diesel Vehicles and Equipment: EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2013 model year or newer certified nonroad diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment; recipient is responsible for cost-sharing at least 75% of the cost of an eligible replacement vehicle or piece of equipment.
 - 2.5.2. Highway Diesel Vehicles: EPA will fund the incremental cost of a newer, cleaner medium or heavy-duty vehicle powered by an engine certified to the 2013 model year or newer standards for highway heavy-duty diesel engines, up to 25% of the cost of an eligible replacement vehicle/equipment; recipient is responsible for cost-sharing at least 75% of an eligible replacement vehicle or piece of equipment.
 - 2.5.3. Drayage Vehicle Replacement: EPA will fund up to 50% of the cost of eligible drayage trucks with a 2010 model year or newer heavy-duty engine equipped with a diesel particulate filter (or diesel oxidation catalyst in the case of a CNG engine); recipient is responsible for cost-sharing at least 50% of an eligible drayage replacement vehicle.
- 2.6. Clean Alternative Fuel Conversions: EPA will fund up to 40% of the cost (labor and equipment) of an eligible clean alternative fuel conversion; recipient is responsible for cost-sharing at least 60% of the cost of an eligible clean alternative fuel conversion.

The eligible acquisition cost of equipment means the net invoice price of the equipment, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the property usable for the purpose for which it was acquired. Other charges, such as the cost of installation, transportation, taxes, duty or protective in-transit insurance, shall be included or excluded from the unit acquisition cost in accordance with the recipient's regular accounting practices.

3. Voluntary Cost-Share or Overmatch

This award and the resulting federal funding of \$975,000 is based on estimated costs requested in the recipient's final approved workplan. Included in these costs is a voluntary cost-share contribution of \$288,920 by the recipient in the form of a voluntary cost-share or overmatch (providing more than any minimum required cost-share) that the recipient included in its final approved workplan. The recipient must provide this voluntary cost-share contribution during performance of this award unless the EPA agrees otherwise in a modification to this agreement. While actual total costs may differ from the estimates in the recipient's application, EPA's participation shall not exceed the total amount of federal funds awarded.

If the recipient fails to provide the voluntary cost-share contribution during the period of award performance, and does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the voluntary cost-share contribution does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information

regarding the voluntary cost-share or overmatch the recipient described in its final approved workplan, EPA may take action as authorized by 40 CFR Parts 30 or 31 and/or 2 CFR Part 180 as applicable.

4. Leveraging

The recipient agrees to provide the proposed leveraged funding, including any voluntary cost-share contribution or overmatch that is described in its final approved workplan. If the proposed leveraging does not materialize during the period of award performance, and the recipient does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the proposed leveraging does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information regarding the leveraged funding the recipient described in its final approved workplan. EPA may take action as authorized by 40 CFR Parts 30 or 31 and/or 2 CFR Part 180 as applicable.

Document Readers



EPA Funding Recommendation

Title: Delaware River and Bay Authority DERA

Document Status

Document Phase: Final

Last Modified: 09/17/2014

Current Editor: Catherine Magliocchetti

Previous Editor: Diana Esher

Delegate: Ellen Wentworth

Section A - Project Information

A.1. Grant Number:	96333801-0	A.2. Grant Type:	Non-Construction
A.3. Agreement Type:	Cooperative Agreement	A.4. Awarding Region:	EPA R3
A.5. AAShip/RAShip:	R3 - Region 3		
A.6. Approval Office Division:	Air Protection Division		
A.7. Branch:	Office of Voluntary Programs		
A.8. Record Type:	N		
A.9. Applicant Type:	Interstate		
A.10. Applicant Name:	DE RBA - Delaware River and Bay Authority		
A.11. DUNS:	069038958		
A.12. Project Title:	Marine Engine Repower of MV Delaware Ferry		
A.13. EPA Funds Requested:	\$975,000		
A.14. Program Code:	DE - National Clean Diesel Funding Assistance Program (B)		
A.15. Statutory Auth:	Diesel Emissions Reduction Act of 2010, codified at 42 U.S.C. 16131 et seq 7-159 Grants, Cooperative Agreements and Low-cost Revolving Loans to Achieve Reductions in Diesel Emissions		
A.17. CFDA:	66.039 - National Clean Diesel Funding Assistance Program (B)		
A.18. Media:	Air		
A.19. Project Period Start:	10/01/2014	A.20. Project Period End:	09/30/2015
A.21. Budget Period Start:	10/01/2014	A.22. Budget Period End:	09/30/2015
A.23. Project Description:	Please provide a description of the work to be accomplished in this project. This project will repower two Tier 0 marine propulsion engines in one vessel with EPA Tier-3 certified engines.		

Section B - Project Justification and Environmental Results

B.1. Is the principal purpose of this award to transfer anything of value to the recipient to support or stimulate a public purpose authorized by an EPA grant making statute in accordance with the Federal Grant and Cooperative Agreement Act? (The purpose of the award must not be to acquire goods or services for the direct use and benefit of the Federal Government.) (See the "Policy for Distinguishing Between Assistance and Acquisition", EPA Order 5700.1.) Yes

B.1.a. Describe the specific project activities and how they will further the recipient's own efforts to protect the environment. EPA will not award a grant unless the funding recommendation is based on criteria stated in EPA Order 5700.1.

This assistance agreement will directly benefit the Virginia Port Authority to implement its Go Zero Emissions Drayage Truck Deployment to achieve significant reductions in diesel emissions through vehicle replacements. This project will reduce NOx, PM, HC, and CO2 emissions from existing diesel vehicles, thereby improving air quality and protecting public health. An assistance agreement is the appropriate legal instrument because activities to be supported are not principally for the direct benefit of the federal government. EPA will award this assistance agreement as a cooperative agreement and will provide substantial involvement in the form of technical assistance, development of outputs, and oversight. Specifically, substantial federal involvement will take the form of monitoring the project by EPA; participation and collaboration between the EPA and the recipient in program content; review of project progress; and quantification and reporting of results.

B.1.b. Is this a cooperative agreement?

Yes

Enter Terms and Conditions outlining EPA's substantial involvement in Section F.

B.2. Does the scope of the work involve conducting any conferences or workshops?

No

B.3. If this is a new or continuation award or a supplemental amendment to a grant awarded 1/1/2011 or later, answer this question: Are costs for light refreshments, meals or beverages included in the workplan or budget? (new as of April 2012)

No

B.4. Describe how the project relates to the statutory authority.

The Energy Policy Act of 2010, Public Law 109-58, signed into law on August 8, 2005, authorized an annual appropriation of up to \$200,000,000 under the Diesel Emissions Reduction portion of the legislation (Subtitle G: Diesel Emissions Reduction) for each of fiscal years 2007 through 2011 to remain available until expended. On January 4, 2011, President Obama signed legislation (H.R. 5809) reauthorizing DERA grants to eligible entities for projects that reduce emissions from existing diesel engines. The bill, passed by the Senate on December 16 and the House on December 21, authorizes up to \$100,000,000 annual for FY2012 through FY2016 and allows for new types of funding mechanisms.

\$29,900,000 was appropriated by Congress for FY2012. The Energy Policy Act of 2005, Subtitle G, Section 792: National Grant and Loan Programs, states:

a) In general

The Administrator shall use 70 percent of the funds made available to carry out this part for each fiscal year to provide grants, rebates, or low-cost revolving loans, as determined by the Administrator, on a competitive basis, to eligible entities, including through contracts entered into under subsection (e) of this section, to achieve significant reductions in diesel emissions in terms of—

(1) pollution produced; and

(2) diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.

(b) Distribution

(1) In general

The Administrator shall distribute funds made available for a fiscal year under this part in accordance with this section.

(2) Engine configurations and technologies

(A) Certified engine configurations and verified technologies

The Administrator shall provide not less than 95 percent of funds available for a fiscal year under this section to eligible entities for projects using—

(i) a certified engine configuration; or

(ii) a verified technology.

(B) Emerging technologies

(i) In general The Administrator shall provide not more than 5 percent of funds available for a fiscal year under this section to eligible entities for the development and commercialization of emerging technologies.

(ii) Application and test plan To receive funds under clause (i), a manufacturer, in consultation with an eligible entity, shall submit for verification to the Administrator or the California Air Resources Board a test plan for the emerging technology, together with a verification application.

(c) Applications

(1) Expedited process

(A) In general

The Administrator shall develop a simplified application process for all applicants under this section to expedite the provision of funds.

(B) Requirements

In developing the expedited process under subparagraph (A), the Administrator—

(i) shall take into consideration the special circumstances affecting small fleet owners; and

(ii) to avoid duplicative procedures, may require applicants to include in an application under this section the results of a competitive bidding process for equipment and installation.

(2) Eligibility

(A) Grants

To be eligible to receive a grant under this section, an eligible entity shall submit to the Administrator an application at such time, in such manner, and containing such information as the Administrator may require.

(B) Rebates and low-cost loans

To be eligible to receive a rebate or a low-cost loan under this section, an eligible entity shall submit an application in accordance with such guidance as the Administrator may establish—

(i) to the Administrator; or

(ii) to an entity that has entered into a contract under subsection (e).

(3) Inclusions

An application under this subsection shall include—

(A) a description of the air quality of the area served by the eligible entity;

(B) the quantity of air pollution produced by the diesel fleets in the area served by the eligible entity;

(C) a description of the project proposed by the eligible entity, including—

(i) any certified engine configuration, verified technology, or emerging technology to be used or funded by the eligible entity; and

(ii) the means by which the project will achieve a significant reduction in diesel emissions;

(D) an evaluation (using methodology approved by the Administrator or the National Academy of Sciences) of the quantifiable and unquantifiable benefits of the emissions reductions of the proposed project;

(E) an estimate of the cost of the proposed project;

(F) a description of the age and expected lifetime control of the equipment used or funded by the eligible entity;

(G)in the case of an application relating to nonroad engines or vehicles, a description of the diesel fuel available in the areas to be served by the eligible entity, including the sulfur content of the fuel; and
(H)provisions for the monitoring and verification of the project.

(4) Priority

In providing a grant, rebate, or loan under this section, the Administrator shall give highest priority to proposed projects that, as determined by the Administrator—

- (A)maximize public health benefits;
- (B)are the most cost-effective;
- (C)serve areas—
 - (i)with the highest population density;
 - (ii)that are poor air quality areas, including areas identified by the Administrator as—
 - (I)in nonattainment or maintenance of national ambient air quality standards for a criteria pollutant;
 - (II)Federal Class I areas; or
 - (III)areas with toxic air pollutant concerns;
 - (iii)that receive a disproportionate quantity of air pollution from diesel fleets, including truckstops, ports, rail yards, terminals, construction sites, schools, and distribution centers; or
 - (iv)that use a community-based multistakeholder collaborative process to reduce toxic emissions;
- (D)include a certified engine configuration, verified technology, or emerging technology that has a long expected useful life;
- (E)will maximize the useful life of any certified engine configuration, verified technology, or emerging technology used or funded by the eligible entity; and
- (F)conserve diesel fuel.

(d) Use of funds

(1) In general

An eligible entity may use a grant, rebate, or loan provided under this section to fund the costs of—

(A)a retrofit technology (including any incremental costs of a repowered or new diesel engine) that significantly reduces emissions through development and implementation of a certified engine configuration, verified technology, or emerging technology for—

- (i)a bus;
- (ii)a medium-duty truck or a heavy-duty truck;
- (iii)a marine engine;
- (iv)a locomotive; or
- (v)a nonroad engine or vehicle used in—
 - (I)construction;
 - (II)handling of cargo (including at a port or airport);
 - (III)agriculture;
 - (IV)mining; or
 - (V)energy production; or

(B)programs or projects to reduce long-duration idling using verified technology involving a vehicle or equipment described in subparagraph (A).

(2) Regulatory programs

(A) In general

Notwithstanding paragraph (1), no grant, rebate, or loan provided, or contract entered into, under this section shall be used to fund the costs of emissions reductions that are mandated under any Federal law, except that this subparagraph shall not apply to a mandate in a State implementation plan approved by the Administrator under the Clean Air Act [\[42 U.S.C. 7401 et seq.\]](#).

(B) Mandated

For purposes of subparagraph (A), voluntary or elective emission reduction measures shall not be considered "mandated", regardless of whether the reductions are included in the State implementation plan of a State.

This project relates to the statutory authority by providing replacement diesel vehicles which will serve to improve air quality and protect public health.

B.4.a. Is this assistance agreement a Congressional earmark project to a specific recipient? No

B.5. Expected Environmental Results: Enter the Program Results Codes (PRC) of the funds that will be used for this assistance agreement

PRC	AMOUNT	PROGRAM/PROJECT	ALLOCATION %
102AH4	975,000	H4 - Diesel Emission Reduction Grant Program	100

Total Amount: \$ 975,000

This project supports the following goals, objectives, and subobjectives.

GOAL	OBJECTIVE	SUBOBJECTIVE
1 - Taking Action on Climate Change	1.2 - Improve Air Quality	- NA after FY 11

and Improving Air Quality	
---------------------------	--

B.5.a. Does this assistance agreement result from a solicitation issued before January 1, 2005? No

B.5.b. Has your office obtained a waiver from the requirements of Environmental Results under Assistance Agreements, EPA Order 5700.7 under Section 15? No

B.5.c. The Air Protection Division in the R3 - Region 3 has reviewed the work plan. The Office has determined that it contains well-defined outputs and, to the maximum extent practical, well-defined outcomes or that the award is a State or Tribal assistance agreement under 40 CFR Part 35, Subparts A or B that complies with 40 CFR 35.107 (State and local government work plans) or 35.507 (Tribal work plans). See EPA Order 5700.7 Sections 7.a. and 8.b. Yes

Enter Terms and Conditions on results based on recipient type and program code.

B.5.d. Describe how this project fits within the Agency's Strategic Plan/Government Performance and Results Act architecture. The description must identify all EPA strategic goals, objective, and where available, subobjectives listed under Section B.4 consistent with the appropriate Program Results Codes. (See EPA Order 5700.7, Section 8.)

This project satisfies Goal 1 of EPA's 2014-2018 Strategic Plan, Addressing Climate Change and Improving Air Quality, Objective 1.2: Improve Air Quality. Specifically, these projects will reduce emission from diesel fleets, thereby reducing local and regional air pollution. Reducing emissions from diesel engines is one of the most important air quality challenges facing the country. Even with EPA's stringent heavy-duty highway, non-road, marine and locomotive standards set to take effect over the next decade, millions of diesel engines already in use will continue to emit large amounts of nitrogen oxides, particulate matter and air toxics, which contribute to serious public health problems. These emissions are linked to thousands of premature deaths, hundreds of thousands of asthma attacks, millions of lost work days, and numerous other health impacts every year.

B.5.e. Attach a program specific term and condition approved by the Director, Office of Grants and Debarment, which requires recipient reporting or attach a reporting term and condition in accordance with Appendix B to EPA Order 5700.7.

See Section F.

B.6. Quality Assurance: Does this program or project include generation of environmental data, or use of existing environmental data?	No
B.7. Is the recipient of this assistance award a non-profit organization?	No
B.8. Will the assistance award result in the development of any copyrighted software or written materials?	No
B.9. Is this a Research Assistance Agreement?	No
B.10. Could an invention result from this project?	No
B.11. Does the project involve human subjects?	No
B.12. Does the project involve animal subjects?	No
B.13. Is this a cooperative agreement which will include the survey or collection of identical information from 10 or more persons, or a grant which will include the survey or collection of identical information from 10 or more persons and under which EPA influenced the design, development or implementation of the survey? (See Grants Policy Issuance 99-1, Information Collection Requirements)	No
B.14. Does this proposal include projects that will be performed entirely or in part outside of the United States?	No
B.15. Does the grant involve or relate to geospatial information?	No

Geospatial information includes: "Information that identifies the geographic location and characteristics of natural or constructed features or boundaries on the Earth, or applications, tools, and hardware associated with the generation, maintenance, or distribution of such information. The information may be derived from, among other things, GPS, remote sensing, mapping, charting, and surveying technologies, or statistical data."

B.16. Will this assistance agreement require individuals to access federally controlled facilities or have access to federally controlled computer systems at least 24 hours a week for a 6 month period or more? No

B.17. Place of performance is the primary location of performance e.g. Harvard University in Cambridge MA conducts a project in Lancaster PA. The place of performance is Lancaster PA.

B.17.a State DE; NJ
 B.17.b County Cape May; Sussex
 B.17.c City Lewes; Lower Township
 B.17.d Congressional District 01; 02
 B.17.e Zipcode 19958; 08251

Section C - Competition, EPA Order 5700.5A1

C.1. Was the award made through a competitive process? Yes

C.2. What type of competitive process was used?

Open Competition

C.2.a. Announcement number or other identifier for the announcement: EPA-OAR-OTAP-14-05

C.2.b. Date the announcement was issued, released, or posted: 05/01/2014

C.2.c. Include an attachment documenting the rationale for the selection of the recipient for an award as required under Section 9.f of the Competition Policy (EPA Order 5700.5A1).



DERAFY14 Rationale and Basis for Selection.pdf

C.3. Competition code: C

Section D - Project Funding

Approved Budget	
Cost Category Classification (Nonconstruction)	Approved Allowable Budget Period Cost
D.1. Personnel	\$18,000
D.2. Fringe Benefits	\$0
D.3. Travel	\$0
D.4. Equipment	\$2,463,000
D.5. Supplies	\$1,800
D.6. Contractual	\$650,000
D.7. Construction	\$0
D.8. Other	\$0
D.9. Total Direct Costs	\$3,132,800
D.10. Indirect Costs IDC Rate % Base \$	\$0
D.11. Total	\$3,132,800
D.12. Total Requested Amount	\$975,000
D.13. Total Request To Fund Amt This Action	\$975,000
D.14. Is this funding full or partial (incremental)?	Full

Section E - Project Funding Information

E.1. Based on a cost review analysis, all costs are necessary and reasonable in accordance with the Cost Review Guidance (GPI-00-05) Yes

E.1.a. Enter or attach Cost Review Analysis.



DRBA_Cost_Review-Project 9 12 14.doc

E.2. Does this project include preaward costs? No

E.3. Will this assistance agreement be funded with funds from more than one appropriation? No

E.4. Does the funding for this action include any EPA In-Kind Contribution? No

E.5. Is the recipient providing cost sharing under this agreement? Yes

E.5.a. Cost sharing is: Statutory

E.5.b. What is the cost share percentage? 69%

E.5.c. What is the MOE amount, if applicable? \$

E.6. Does this action include approval to carry forward obligated funds from prior years? No

E.7. Is this project expected to generate program income? No

E.8. Will equipment be acquired under this assistance agreement?
(See 40 CFR 30.34 or 31.32, as appropriate, and Grants Policy Issuance
02-02.)

No

Section F - Terms and Conditions

F.1. Insert Appropriate Terms and Conditions.

FY2014 National Clean Diesel Funding Assistance (DERA) Programmatic Terms and Conditions.

The recipient agrees to comply with the FY2014 National DERA terms and conditions available at:
http://www.epa.gov/ogd/tc/dera_national_fy_2014.pdf. These terms and conditions are in addition to the
award specific programmatic terms and conditions outlined directly on the award document.

M. Leveraging The recipient agrees to provide the proposed leveraged funding, including any voluntary cost-share contribution or overmatch that is described in its final approved workplan. If the proposed leveraging does not materialize during the period of award performance, and the recipient does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the proposed leveraging does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information regarding the leveraged funding the recipient described in its final approved workplan. EPA may take action as authorized by 40 CFR Parts 30 or 31 and/or 2 CFR Part 180 as applicable.

N. Voluntary Cost-Share or Overmatch This award and the resulting federal funding of **\$975,000** is based on estimated costs requested in the recipient's final approved workplan. Included in these costs is a voluntary cost-share contribution of **\$283,520** by the recipient in the form of a voluntary cost-share or overmatch (providing more than any minimum required cost-share) that the recipient included in its final approved workplan. The recipient must provide this voluntary cost-share contribution during performance of this award unless the EPA agrees otherwise in a modification to this agreement. While actual total costs may differ from the estimates in the recipient's application, EPA's participation shall not exceed the total amount of federal funds awarded.

If the recipient fails to provide the voluntary cost-share contribution during the period of award performance, and does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the voluntary cost-share contribution does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information regarding the voluntary cost-share or overmatch the recipient described in its final approved workplan, EPA may take action as authorized by 40 CFR Parts 30 or 31 and/or 2 CFR Part 180 as applicable.

O. Mandatory Cost-Share Requirement

This award and the resulting federal funding share of **31% (or \$975,000)** as shown under "Notice of Award" above is based on estimated costs requested in the recipient's final approved workplan. While actual total costs may differ than those estimates, the recipient is required to provide no less than the cost-share percentages outlined below, as applicable, of the final equipment costs. EPA's participation shall not exceed the total amount of federal funds awarded or the maximum federal cost-share percentages outlined below, as applicable, of the final equipment costs. Recipients must satisfy any applicable cost share requirements with allowable costs as set forth in 40 CFR 30.23 or 31.24, as appropriate. The cost share requirements are as follows:

- O.1. Engine Upgrades: EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine upgrade; recipient is responsible for cost-sharing at least 60% of the cost of an eligible engine upgrade.
- O.2. Idle Reduction Technologies on Locomotives: EPA will fund up to 40% of the cost (labor and equipment) of an eligible idle reduction technology on a locomotive; recipient is responsible for cost-sharing at least 60% of the cost of an eligible idle reduction technology on a locomotive.
- O.3. Marine Shore Power Connection and Alternative Maritime Power: EPA will fund up to 25% of the cost (labor and equipment) of an eligible shore connection system or truck stop electrification technology; recipient is responsible for cost-sharing at least 75% of the cost of an

- eligible shore connection system or truck stop electrification technology.
- O.4. Certified Engine Repower: EPA will fund up to 40% of the cost (labor and equipment) of an eligible engine repower; recipient is responsible for cost-sharing at least 60% of the cost of an eligible engine repower.
- O.5. Certified Vehicle/Equipment Replacement:
- O.5.1. Nonroad Diesel Vehicles and Equipment: EPA will fund the incremental cost of a newer, cleaner vehicle or piece of equipment powered by a 2013 model year or newer certified nonroad diesel engine, up to 25% of the cost of an eligible replacement vehicle or piece of equipment; recipient is responsible for cost-sharing at least 75% of the cost of an eligible replacement vehicle or piece of equipment.
- O.5.2. Highway Diesel Vehicles: EPA will fund the incremental cost of a newer, cleaner medium or heavy-duty vehicle powered by an engine certified to the 2013 model year or newer standards for highway heavy-duty diesel engines, up to 25% of the cost of an eligible replacement vehicle/equipment; recipient is responsible for cost-sharing at least 75% of an eligible replacement vehicle or piece of equipment.
- O.5.3. Drayage Vehicle Replacement: EPA will fund up to 50% of the cost of eligible drayage trucks with a 2010 model year or newer heavy-duty engine equipped with a diesel particulate filter (or diesel oxidation catalyst in the case of a CNG engine); recipient is responsible for cost-sharing at least 50% of an eligible drayage replacement vehicle.
- O.6. Clean Alternative Fuel Conversions: EPA will fund up to 40% of the cost (labor and equipment) of an eligible clean alternative fuel conversion; recipient is responsible for cost-sharing at least 60% of the cost of an eligible clean alternative fuel conversion.

The eligible acquisition cost of equipment means the net invoice price of the equipment, including the cost of modifications, attachments, accessories, or auxiliary apparatus necessary to make the property usable for the purpose for which it was acquired. Other charges, such as the cost of installation, transportation, taxes, duty or protective in-transit insurance, shall be included or excluded from the unit acquisition cost in accordance with the recipient's regular accounting practices.

Section G - Project Officer Approval

G.1 Project Officer Approval. I have reviewed and approved the work plan/scope of work and budget for this project and I recommend the Award. Yes

G.1.a. Address: 1650 Arch Street

G.1.b. City: Philadelphia

G.1.c. State: PA

G.1.d. Zip Code: 19103-2029

G.2. Does this Funding Recommendation require approval of the Senior Resources Official? No

Section H - Commitment Clerk

H.1. Funding Regions: EPA R3

H.1.g. Commit Clerk: Catherine Magliocchetti

H.1.h. Funding Region: EPA R3

Section I - Signatures

I. AO/SRO Region: EPA R3

I.1. Approval Official Signature

I.1.a. Approval Official: Diana Esher

I.1.b. Title: Director Air Protection Division

I.1.c. Phone: 215-814-2706

I.1.d. Delegate: David Arnold

I.1.e. Title: Deputy Director Air Protection Division

I.1.f. Phone: 215-814-2172

Approval Official Signature: - Signed by David Arnold/R3/USEPA/US on 09/16/2014 04:41:40 PM, according to /USEPA/US

I.1.g. Approval: Signed

I.1.h. Date: 09/16/2014

I.1.i. Notes:

I.1.j. Attachment:

Section J - Review & Approvals

J.1. Read Access: Controlled

J.2. Readers: Carol Febbo
Paula Krall
Ellen Wentworth
Catherine Magliocchetti
Douglas Roberts

J.3. Submitted: 09/15/2014

**J.5. Concurrent
Approvers:**

J.6. Submitted:

J.7. Due Date:

Concurrent Approval Responses		
Response	Concurrence By	Date

**J.8. Sequential
Approvers:
Current Approver:**

J.9. Submitted:

J.10. Due Date:

Sequential Approval Responses		
Response	Concurrence By	Date

Section K - Commitment Notices

Section L - Grant Specialist

L.1. Grant Specialist: Douglas Roberts

L.2. Title:

L.3. Phone: 215-814-5279

L.4. Submitted: 09/17/2014

Section M - Funding Recommendations Attachments

Attachments:

 2014 DERA RFP Cert Memo - signed McCabe.pdf

 Delaware River and Bay Authority.pdf

Section N - Origination Information

Section O - Notifications History

Document Readers**Commitment Notice****Title: Delaware River and Bay Authority DERA****Document Status****Document Phase:** Final**Last Modified:** 09/15/2014**Current Editor:** Catherine Magliocchetti**Previous Editor:** Rose Young**Delegate:** Paula Krall**Commitment Notice Information****Program Code:** DE - National Clean Diesel Funding Assistance Program (B)**Grant Number:** 96333801-0**Approved Ceiling:** \$975,000**Commitment Amt:** \$975,000.**Commitment Type:** Original Commitment**Agreement Type:** Cooperative Agreement**Applicant Name:** DE RBA - Delaware River and Bay Authority**DUNS:** 069038958**Employer EIN:** 51-6000389**Awarding Region:** EPA R3**Responsibility Ctr:****Allowance Holder:****Is Contract Negotiator Allowed to exceed amount shown above by up to 10% without securing further approval for:****Allowed to Exceed:** No**Description Of Project, Goods, or Services****Description:** This project will repower two Tier 0 marine propulsion engines in one vessel with EPA Tier-3 certified engines.**Task, Roap, or Other Local Identifier:****Identifier:****Special Comments and Instructions:****Comments:****Commitment Notice Document Attachments****Attachments:****Fiscal Information****COMPASS Status:** Accepted

Line	Site Name	Req No	Fiscal Yr	Approp Code	BO Code	PRC	Object Class	Amount	Site Project	Cost Org Code
001	-	1403MH0043	13	E4	03M1	102AH4	4122	194,848	-	-
002	-	1403MH0043	14	E4	03M1	102AH4	4122	780,152	-	-
								975,000		

Review**Read Access:** Controlled**Submitted:** 09/15/2014**Readers:** David Arnold
Diana Esher
Carol Febbo
Paula Krall
Catherine Magliocchetti
Douglas Roberts
Ellen Wentworth

Approvers: Paula Krall

Submitted: 09/15/2014

Due Date: 09/15/2014

Response	Approver	Date
Approve	Paula Krall	09/15/2014

Funds Control Officer Signature

Funds Control EPA R3

Officer Region:

Funds Control Rose Young

Officer:

Title:

Phone:

Funds Control Officer Signature: - Signed by Rose Young/R3/USEPA/US on 09/15/2014 02:32:47 PM, according to /USEPA/US

Approval: Signed

Date: 09/15/2014

Notes:

Attachment:

Project Officer

Approving Region: EPA R3

Project Officer: Catherine Magliocchetti

PO Phone: 215-814-2174

Grant Specialist

Grant Specialist: Douglas Roberts

Funding Recommendation

Delaware River and Bay Authority DERA	\$975,000	Final
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Origination Information

Notifications History

Document Readers

**SF-424****Application for Federal Assistance****Title: Marine Engine Re- power of a Ferry Vessel - MV Del**

Document Status

Document Phase: Draft

Last Modified: 06/17/2014

Current Editor: Faye Swift

Delegate: Dennis Finney

GMS Information

Competition Close

Date:

AAShip: OAR - Office of Air and Radiation

Approving Region: HQ

Project Officer: Faye Swift

PO Phone:

Awarding Region: HQ

Grant Coordinator:

Solicitation Information

Opportunity ID: EPA-OAR-OTAP-14-05

Competition ID:

Opportunity Title: National Clean Diesel Funding Assistance Program FY 2014 Request for Proposals (RFP)

Competition Title:

Opening Date: 05/01/2014

Closing Date: 06/17/2014

Grants.gov

Tracking Number: GRANT11681140

Date Received by

EAPPLY: 06/17/2014

Submission Information

Submission: Application

Grant:

Non-Construction

Date Submitted: 06/17/2014

Time Submitted:

12:42:41 PM

Type of Application: New

Applicant Information

	Grants.gov	IGMS
Applicant Type:	A: State Government	
Applicant Name:	Delaware River & Bay Authority	
Applicant DUNS #:	0690389580000	
Organizational Unit:	Marine	
Sub Org Unit:	Cape May Lewes Ferry	
EIN:	516000389	
Address:	Junction of I -95 and Route 9	
City:	New Castle	
State:	DE: Delaware	
Zip:	19720-0071	
County:		
POC Name:	James Gillespie	
POC Phone:	609-889-7250	
POC E-Mail:		
POC FAX #:		

Project Information

Federal Agency: EPA

CFDA: 66.039
Project Title: Marine Engine Repower of a ferry vessel - MV Delaware
Project Period Start: 01/01/2015 Project Period End: 12/31/2016

Congressional Districts

Estimated Funding

Federal	\$975,000
Applicant	\$2,157,800
(For all applicants including states)	
State	\$0
(For state contribution to non-state applicants)	
Local	\$0
Other	\$0
Program Income	\$0
TOTAL	\$3,132,800

Is the Application subject to review by State
Executive Order 12372 Process? No - Program Not Covered By E.O. 12372

Available for Review:

Is the Applicant delinquent on any Federal Debt?

No

Authorized Representative

Authorized Rep: James Gillespie

Title: Senior Port Engineer/Director
of Engineering

Phone: 609-889-7250

Key Contacts

Authorized Rep:

Title: Phone:

Address:

City:

State: Zip:

Fax: E-Mail:

Payee:

Title: Phone:

Address:

City:

State: Zip:

Fax: E-Mail:

Administrative

Contact:

Title: Phone:

Address:

City:

State: Zip:

Fax: E-Mail:

Project Manager:

Title: Phone:

Address:

City:

State: Zip:

Fax: E-Mail:

Budget Summary

Section A - BUDGET SUMMARY

	Estimated Unobligated Funds		New or Revised Budget		TOTALS
	Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	
TOTALS	\$0	\$0	\$975,000	\$2,157,800	\$3,132,800

Section B - BUDGET CATEGORIES

Object Class Categories	Summary of TOTALS
a. Personnel	\$18,000
b. Fringe Benefits	\$0
c. Travel	\$0
d. Equipment	\$2,464,800
e. Supplies	\$0
f. Contractual	\$650,000
g. Construction	\$0
h. Other	\$0
i. Total Direct Charges	\$3,132,800
j. Indirect Charges	\$0
k. TOTALS	\$3,132,800
Program Income	\$0

Comments:

Application Attachments

Grants.gov

Application:

Notifications History

20A6529D83AD56B7EAC1427490E33E2C.zip

Project Name:

DRBA

Project Number:

PE-96333801

Project Summary:

Project period:

cc: Dave Hoppenjan
John Sarro

Auditor: [Signature]

Baseline 9/2015

Driver# 12443
12510

End: 9/30/15

Date	Notes
9-30-14	Grant awarded
	*Did not add emissions to EoY/2014 ACS, will include in mid-year ACS 2015.
11/9/14	Spoke to Travis Crawford (Procurement person DRBA) @ sole source issue. See email note from 11/9 but BPA can approve sole source w/ justification. will also send RFP announcement for installation for our review
11-26-14	Recd sole source justification & sent confirmation on 12/1/14
12-2-14	Sent to Dave K for approval & received his approval
12-2-14	Sent sole source justification approval to grantee
1-22-15	Sent Qtr report reminder
1-29-15	Recd request to include Dave & John on DRBA correspondence
2-3-15	Sent reminder to John @ Qtr report
2-4-15	Recd qtr report & sent receipt
2-5-15	Spoke to John & Dave @ approved budget & 10% limit. Sent over copy of workplan
2-9-15	Recd Qtr report & sent receipt
	Reviewed Qtr report & approved. Sent reminder/ request @ budget revision submission

Project Officer Grant File Checklist (6/09)

Origination and Award

- ✓ 1. All competition records or a note indicating where competition records are located. If agreement was not competed, a justification should be placed in the file. *-Missing email*
- ✓ 2. Documentation of Agency's participation in pre-negotiation with recipient (if applicable).
- ✓ 3. Copy of the Competition Package initiating the award, which contains the following:
 - a. Copy of signed AA Certification For Competitive Funding Announcements or AA Certification for Non-Competitive Award
 - see master file* b. Copy of signed OAR Funding Announcement Memo for competitive/non competitive announcement.
 - c. copy of posted solicitation (RFA or RFP)
- ✓ 4. Copy of competition summary/selection documentation
- ✓ 5. Copy of Grantees' application: budget, application forms, narrative proposal
- ✓ 6. Electronic copy of IGMS Funding Recommendation
- ✓ 7. Electronic copy of Commitment Notice
- ✓ 8. Proposed Programmatic Terms and Conditions
- ✓ 9. In-House Peer Review or (2 External Peer Reviews (Research)) (if applicable)
- ✓ 10. OIA Review Clearance (if international activities associated with agreement)
- ✓ 11. Copy of completed PO Cost Review
- ✓ 12. Approved Quality Assurance Plan (if applicable)
13. Any **REVISED** documentation (e.g., revised application, budget, scope of work, etc).
14. Copy of the "executed" award w/ all terms and conditions (copy of award agreement generated from IGMS)

Post Award Management

15. Copy of processed amendments and supporting documents. Amendments may include: No-cost extensions, incremental funding, supplemental w/in scope or out of scope.
16. Documentation of any changes to assistance agreement, (change of project officer or principle investigator, rebudgeting requests, project/budget period changes, foreign and domestic travel not identified in the original agreement, etc)
17. Documentation of project monitoring (including recipient's compliance with terms and conditions)
18. Copies of quarterly progress reports
19. Copies of quarterly printouts of grantee's financial drawdowns from financial drawdown warehouse (FDW)
20. Documentation of baseline monitoring input into IGMS Post Award Database (print out)
21. Documentation of advanced monitoring programmatic report (evaluative on-site or off-site review, if applicable)
22. Documentation of correspondence, meetings, telephone calls, etc. that have significant bearing on the performance of either the project or the recipient (and its contractors). For example, changes in the statement of work, budget, product delivery dates, etc. (If in doubt, include it).
23. Copy of notification to the Grants Specialist of any deficiencies and/or problems with project performance.
24. Regarding #22, documentation of formal or informal corrective action plan of the steps taken of resolution of identified deficiencies and/or problems.
25. Other documents related to project management: for example completing major project milestones, successes, etc.
26. Documentation of equipment management
27. Other documentation relevant to grant/project.

Closeout

28. Final report/product received (if applicable, state location of final product)
29. Copy of recipient's final Financial Status Report (FSR)
30. Documentation of equipment disposition, if applicable
31. Copy of email to Grant Specialist stating that all programmatic terms and conditions were met and the final technical report has been received, reviewed and is acceptable.
32. If final technical report is found unacceptable, include documentation of feedback and resubmittal of revised final technical report due date
33. Copy of Final Closeout Letter (from Grants Specialist)

U.S. Environmental Protection Agency - Region 3

EPA Project Officer Technical Review Checklist for Assistance Applications

I. GENERAL INFORMATION

APPLICANT: DRBA ASSISTANCE NO: DE - 9633801

TYPE OF APPLICANT: ☐ State ☐ Local ☒ Non-profit ☐ University/College ☐ Other _____

TYPE OF ACTION: ☐ New ☐ Continuation

TYPE OF Grant: ☒ Project ☐ Program ☐ Earmark ☐ Other

APPLICABLE REGULATIONS: ☐ 40 CFR §30 ☒ 40 CFR §31 ☐ 40 CFR §35, Subpart _____ ☐ 40 CFR §40

☐ 40 CFR §45 ☐ 40 CFR §47

DATE APPLICATION RECEIVED: 6-17-2014 Reopened

	Yes	No	Comments
1. Is the proposal relevant to the EPA mission and does it address a current program need and priority? If no, project should not be funded.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Is the Applicant sufficiently matching any statutory/regulatory or programmatic cost share requirement? If yes, Applicant cost share <u>68.87%</u> <u>\$2,157,800 of \$3,132,800</u> If no, application must be revised to provide for adequate cost share.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. Is the purpose/goal of the program/project clearly stated? If no, negotiate revision with applicant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Does the work plan outline specific work tasks to be accomplished, a timeframe for completion, and how the desired results will be achieved? If no, negotiate revision with applicant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Are the final product(s)/result(s) clearly stated? If no, negotiate revision with applicant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Are the time frames proposed by the applicant for the start and end of the budget & project periods adequate & reasonable? If no, negotiate revision with applicant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. Are you approving the project to start prior to the signature of the award document (pre-award costs)? If Yes, what is the date you authorize the project to start? _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Does the work plan include the standardized template for state grants that would link performance to EPA's Strategic Plan and long-term and annual goals, if applicable? If no, negotiate with applicant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	HTTP://WWW.EPA.GOV/OCFO/NPMGUIDANCE/OCIR/2005/SUPPLEMENTAL GUIDANCE_06.PDF
9. As required by the Environmental Results Order, does the work plan contain, to the maximum extent practicable, well-defined outputs and outcomes that support the Agency's Strategic Goals, Objectives & Sub-Objectives? If no, negotiate revision with applicant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	HTTP://WWW.EPA.GOV/OGD/GRANTS/AWARD/5700.7.PDF
10. Are there any program restrictions on costs that can be funded under the work plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Have you completed and documented in the project file your cost review worksheet for the project you intend to fund?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Have you awarded a grant to this applicant in the past?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13. Did the applicant have a history of past poor performance?	<input type="checkbox"/>	<input type="checkbox"/>	
14. Were previous progress/performance reports submitted to you in a timely manner?	<input type="checkbox"/>	<input type="checkbox"/>	

15. Were previous work products satisfactory?	<input type="checkbox"/>	<input type="checkbox"/>	
Continuing Environmental Program Grants - The next 6 questions are only applicable to Programs/Projects to be funded under 40CFR Part 35, Subpart A.			
16. Does the work plan contain clearly stated outputs/outcomes associated with each work plan component? If no, negotiate change with applicant.	<input type="checkbox"/>	<input type="checkbox"/>	
17. Does the work plan clearly identify the estimated work years and estimated funding for each work plan component? If no, negotiate change with applicant.	<input type="checkbox"/>	<input type="checkbox"/>	
18. Does the work plan identify work plan commitments for each work plan component and a time frame for their accomplishment? If no, negotiate change with applicant.	<input type="checkbox"/>	<input type="checkbox"/>	
19. Does the work plan include a discussion of the Joint Performance Evaluation Process along with a reporting schedule? If no, negotiate change with applicant.	<input type="checkbox"/>	<input type="checkbox"/>	
20. Does the work plan comply with any other program specific regulatory requirement(s) required prior to award?	<input type="checkbox"/>	<input type="checkbox"/>	
21. Does the work plan contain all other programmatic requirements required by program guidance/policy/directives?	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Capability Review - The next five questions are required for Non-profit applicants and include an assessment of their programmatic capability. See EPA Order 5700.8 titled, EPA Policy on Assessing Capabilities of Non-Profit Applicants for Managing Assistance Agreement at http://intranet.epa.gov/ogd/policy/order/5700_8.pdf			
22. Is the applicant successful in completing past federally and/or non-federally funded projects similar in size, scope, and relevance to the proposed project?	<input type="checkbox"/>	<input type="checkbox"/>	
23. Does the applicant have a history of meeting reporting requirements on prior or current assistance agreements with federal and/or non-federal organizations and submitting acceptable final technical reports?	<input type="checkbox"/>	<input type="checkbox"/>	
24. Do the applicant's key personnel possess the relevant knowledge, expertise, experience, and capability to successfully perform and manage the project?	<input type="checkbox"/>	<input type="checkbox"/>	
25. Does the applicant have the necessary technical resources, facilities, and equipment, or the ability to obtain them, to successfully and effectively perform the project?	<input type="checkbox"/>	<input type="checkbox"/>	
26. Does the applicant have the necessary organizational experience and a plan for achieving the objectives of the project?	<input type="checkbox"/>	<input type="checkbox"/>	
Additional comments:			

APPROVAL SECTION

This work plan has been reviewed for compliance with statutory, regulatory and programmatic requirements. Based on this review, I recommend award of financial assistance to this applicant.


 Project Officer


 Date

SECTION A - BUDGET SUMMARY						
Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. National Clean Diesel	66.039	\$	\$	\$	\$ 2,157,800.00	\$ 3,132,800.00
2.						0.00
3.						0.00
4.						0.00
5. Totals		\$	\$ 0.00	\$ 975,000.00	\$ 2,157,800.00	\$ 3,132,800.00
SECTION B - BUDGET CATEGORIES						
6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY					
	(1)	Federal (2)	(3)	(4)	Total (5)	
a. Personnel	\$	18,000.00	\$	\$	\$ 18,000.00	
b. Fringe Benefits		0.00			0.00	
c. Travel		0.00			0.00	
d. Equipment		2,464,800.00			2,464,800.00	
e. Supplies					0.00	
f. Contractual		650,000.00			650,000.00	
g. Construction					0.00	
h. Other					0.00	
i. Total Direct Charges (sum of 6a-6h)		3,132,800.00	0.00	0.00	0.00	3,132,800.00
j. Indirect Charges						0.00
k. TOTALS (sum of 6i and 6j)	\$	3,132,800.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 3,132,800.00
7. Program Income	\$		\$	\$	\$	0.00

Rev
6-17-14

SECTION C - NON-FEDERAL RESOURCES						
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS		
8. National Clean Diesel Funding Assistance Program	\$ 2,157,800.00	\$	\$	\$	2,157,800.00	
9.					0.00	
10.					0.00	
11.					0.00	
12. TOTAL (sum of lines 8-11)	\$ 2,157,800.00	\$ 0.00	\$ 0.00	\$	2,157,800.00	
SECTION D - FORECASTED CASH NEEDS						
	Total for 1st Year	1st Quarter		2nd Quarter	3rd Quarter	4th Quarter
	\$	\$	\$	\$	\$	\$
13. Federal	500,000.00	0.00	0.00	125,000.00	50,000.00	325,000.00
14. Non-Federal	800,000.00	5,000.00		220,000.00	75,000.00	500,000.00
15. TOTAL (sum of lines 13 and 14)	\$ 1,300,000.00	\$ 5,000.00	\$ 345,000.00	\$ 125,000.00	\$	825,000.00
SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT						
(a) Grant Program	FUTURE FUNDING PERIODS (Years)					
	(b) First	(c) Second	(d) Third	(e) Fourth		
16. National Clean Diesel Funding Assistance Program	\$ 475,000.00	\$	\$	\$	\$	\$
17.						
18.						
19.						
20. TOTAL (sum of lines 16-19)	\$ 475,000.00	\$ 0.00	\$ 0.00	\$ 0.00	\$	0.00
SECTION F - OTHER BUDGET INFORMATION						
21. Direct Charges:		22. Indirect Charges:				
23. Remarks:						

INSTRUCTIONS FOR THE SF-424A

Public reporting burden for this collection of information is estimated to average 180 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0044), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

General Instructions

This form is designed so that application can be made for funds from one or more grant programs. In preparing the budget, adhere to any existing Federal grantor agency guidelines which prescribe how and whether budgeted amounts should be separately shown for different functions or activities within the program. For some programs, grantor agencies may require budgets to be separately shown by function or activity. For other programs, grantor agencies may require a breakdown by function or activity. Sections A, B, C, and D should include budget estimates for the whole project except when applying for assistance which requires Federal authorization in annual or other funding period increments. In the latter case, Sections A, B, C, and D should provide the budget for the first budget period (usually a year) and Section E should present the need for Federal assistance in the subsequent budget periods. All applications should contain a breakdown by the object class categories shown in Lines a-k of Section B.

Section A. Budget Summary Lines 1-4 Columns (a) and (b)

For applications pertaining to a *single* Federal grant program (Federal Domestic Assistance Catalog number) and *not requiring* a functional or activity breakdown, enter on Line 1 under Column (a) the Catalog program title and the Catalog number in Column (b).

For applications pertaining to a *single* program *requiring* budget amounts by multiple functions or activities, enter the name of each activity or function on each line in Column (a), and enter the Catalog number in Column (b). For applications pertaining to multiple programs where none of the programs require a breakdown by function or activity, enter the Catalog program title on each line in *Column* (a) and the respective Catalog number on each line in Column (b).

For applications pertaining to *multiple* programs where one or more programs *require* a breakdown by function or activity, prepare a separate sheet for each program requiring the breakdown. Additional sheets should be used when one form does not provide adequate space for all breakdown of data required. However, when more than one sheet is used, the first page should provide the summary totals by programs.

Lines 1-4, Columns (c) through (g)

For new applications, leave Column (c) and (d) blank. For each line entry in Columns (a) and (b), enter in Columns (e), (f), and (g) the appropriate amounts of funds needed to support the project for the first funding period (usually a year).

For continuing grant program applications, submit these forms before the end of each funding period as required by the grantor agency. Enter in Columns (c) and (d) the estimated amounts of funds which will remain unobligated at the end of the grant funding period only if the Federal grantor agency instructions provide for this. Otherwise, leave these columns blank. Enter in columns (e) and (f) the amounts of funds needed for the upcoming period. The amount(s) in Column (g) should be the sum of amounts in Columns (e) and (f).

For supplemental grants and changes to existing grants, do not use Columns (c) and (d). Enter in Column (e) the amount of the increase or decrease of Federal funds and enter in Column (f) the amount of the increase or decrease of non-Federal funds. In Column (g) enter the new total budgeted amount (Federal and non-Federal) which includes the total previous authorized budgeted amounts plus or minus, as appropriate, the amounts shown in Columns (e) and (f). The amount(s) in Column (g) should not equal the sum of amounts in Columns (e) and (f).

Line 5 - Show the totals for all columns used.

Section B Budget Categories

In the column headings (1) through (4), enter the titles of the same programs, functions, and activities shown on Lines 1-4, Column (a), Section A. When additional sheets are prepared for Section A, provide similar column headings on each sheet. For each program, function or activity, fill in the total requirements for funds (both Federal and non-Federal) by object class categories.

Line 6a-i - Show the totals of Lines 6a to 6h in each column.

Line 6j - Show the amount of indirect cost.

Line 6k - Enter the total of amounts on Lines 6i and 6j. For all applications for new grants and continuation grants the total amount in column (5), Line 6k, should be the same as the total amount shown in Section A, Column (g), Line 5. For supplemental grants and changes to grants, the total amount of the increase or decrease as shown in Columns (1)-(4), Line 6k should be the same as the sum of the amounts in Section A, Columns (e) and (f) on Line 5.

Line 7 - Enter the estimated amount of income, if any, expected to be generated from this project. Do not add or subtract this amount from the total project amount. Show under the program

INSTRUCTIONS FOR THE SF-424A (continued)

narrative statement the nature and source of income. The estimated amount of program income may be considered by the Federal grantor agency in determining the total amount of the grant.

Section C. Non-Federal Resources

Lines 8-11 Enter amounts of non-Federal resources that will be used on the grant. If in-kind contributions are included, provide a brief explanation on a separate sheet.

Column (a) - Enter the program titles identical to Column (a), Section A. A breakdown by function or activity is not necessary.

Column (b) - Enter the contribution to be made by the applicant.

Column (c) - Enter the amount of the State's cash and in-kind contribution if the applicant is not a State or State agency. Applicants which are a State or State agencies should leave this column blank.

Column (d) - Enter the amount of cash and in-kind contributions to be made from all other sources.

Column (e) - Enter totals of Columns (b), (c), and (d).

Line 12 - Enter the total for each of Columns (b)-(e). The amount in Column (e) should be equal to the amount on Line 5, Column (f), Section A.

Section D. Forecasted Cash Needs

Line 13 - Enter the amount of cash needed by quarter from the grantor agency during the first year.

Line 14 - Enter the amount of cash from all other sources needed by quarter during the first year.

Line 15 - Enter the totals of amounts on Lines 13 and 14.

Section E. Budget Estimates of Federal Funds Needed for Balance of the Project

Lines 16-19 - Enter in Column (a) the same grant program titles shown in Column (a), Section A. A breakdown by function or activity is not necessary. For new applications and continuation grant applications, enter in the proper columns amounts of Federal funds which will be needed to complete the program or project over the succeeding funding periods (usually in years). This section need not be completed for revisions (amendments, changes, or supplements) to funds for the current year of existing grants.

If more than four lines are needed to list the program titles, submit additional schedules as necessary.

Line 20 - Enter the total for each of the Columns (b)-(e). When additional schedules are prepared for this Section, annotate accordingly and show the overall totals on this line.

Section F. Other Budget Information

Line 21 - Use this space to explain amounts for individual direct object class cost categories that may appear to be out of the ordinary or to explain the details as required by the Federal grantor agency.

Line 22 - Enter the type of indirect rate (provisional, predetermined, final or fixed) that will be in effect during the funding period, the estimated amount of the base to which the rate is applied, and the total indirect expense.

Line 23 - Provide any other explanations or comments deemed necessary.

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant DE-01

* b. Program/Project DE01

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date: 01/01/2015

10/1/14

* b. End Date: 12/31/2016

1/30/15

CW

18. Estimated Funding (\$):

* a. Federal	975,000.00
* b. Applicant	2,157,800.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	3,132,800.00

68.87%

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☐ a. This application was made available to the State under the Executive Order 12372 Process for review on ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☒ c. Program is not covered by E.O. 12372.*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr.

* First Name: James

Middle Name: W.

* Last Name: Gillespie

Suffix:

* Title: Senior Port Engineer/Director of Engineering

* Telephone Number: 609-889-7250

Fax Number: 609-886-1021

* Email: james.gillespie@drba.net

* Signature of Authorized Representative: James Gillespie

* Date Signed: 08/17/2014

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*** Other (specify):**

*** 10. Name of Federal Agency:**

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.039

CFDA Title:

National Clean Diesel Emissions Reduction Program

*** 12. Funding Opportunity Number:**

EPA-OAR-OTAP-14-05

*** Title:**

National Clean Diesel Funding Assistance Program FY 2014 Request for Proposals (RFP)

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Marine Engine Repower of a ferry vessel - MV Delaware

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		
* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		
* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>		
* 3. Date Received: 08/17/2014		4. Applicant Identifier: <input type="text"/>
5a. Federal Entity Identifier: <input type="text"/>		5b. Federal Award Identifier: <input type="text"/>
State Use Only:		
6. Date Received by State: <input type="text"/>		7. State Application Identifier: <input type="text"/>
8. APPLICANT INFORMATION:		
* a. Legal Name: Delaware River & Bay Authority		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 516000389		* c. Organizational DUNS: 0690389580000
d. Address:		
* Street1: Junction of I -95 and Route 9		
Street2: Delaware Memorial Bridge		
* City: New Castle		
County/Parish: New Castle		
* State: DE: Delaware		
Province:		
* Country: USA: UNITED STATES		
* Zip / Postal Code: 19720-0071		
e. Organizational Unit:		
Department Name: Marine		Division Name: Cape May Lewes Ferry
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr.		* First Name: James
Middle Name: W.		
* Last Name: Gillespie		
Suffix:		
Title: Senior Port Engineer/Director of Engineering		
Organizational Affiliation: DRBA Cape May-Lewes Ferry		
* Telephone Number: 609-889-7250		Fax Number: 609-886-1021
* Email: james.gillespie@drba.net		

BUDGET INFORMATION - Non-Construction Programs

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget			Total (g)
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)		
1. National Clean Diesel Funding Assistance Program	66.039	\$	\$	\$ 975,000.00	\$ 2,157,800.00	\$	3,132,800.00
2.							
3.							
4.							
5. Totals		\$	\$	\$ 975,000.00	\$ 2,157,800.00	\$	3,132,800.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	National Clean Diesel Funding Assistance Program				
a. Personnel	\$ 18,000.00	\$	\$	\$	\$ 18,000.00
b. Fringe Benefits	0.00				
c. Travel	0.00				
d. Equipment	2,464,800.00				2,464,800.00
e. Supplies					
f. Contractual	650,000.00				650,000.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)	3,132,800.00				3,132,800.00
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$ 3,132,800.00	\$	\$	\$	\$ 3,132,800.00
7. Program Income	\$	\$	\$	\$	\$

Standard Form 424A (Rev. 7-97)
Prescribed by OMB (Circular A -102) Page 1A

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SECTION C - NON-FEDERAL RESOURCES					
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS	
8. National Clean Diesel Funding Assistance Program	\$ 2,157,800.00	\$	\$	\$	2,157,800.00
9.					
10.					
11.					
12. TOTAL (sum of lines 8-11)	\$ 2,157,800.00	\$	\$	\$	2,157,800.00

SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 500,000.00	\$ 0.00	\$ 125,000.00	\$ 50,000.00	\$ 325,000.00
14. Non-Federal	\$ 800,000.00	\$ 5,000.00	\$ 220,000.00	\$ 75,000.00	\$ 500,000.00
15. TOTAL (sum of lines 13 and 14)	\$ 1,300,000.00	\$ 5,000.00	\$ 345,000.00	\$ 125,000.00	\$ 825,000.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT				
(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. National clean Diesel Funding Assistance Program	\$ 475,000.00	\$	\$	\$
17.				
18.				
19.				
20. TOTAL (sum of lines 16 - 19)	\$ 475,000.00	\$	\$	\$

SECTION F - OTHER BUDGET INFORMATION	
21. Direct Charges:	
22. Indirect Charges:	
23. Remarks:	



U.S. ENVIRONMENTAL PROTECTION AGENCY
Washington, DC 20460
KEY CONTACTS FORM

Authorized Representative: *Original awards and amendments will be sent to this individual for review and acceptance, unless otherwise indicated.*

Name: TRAVIS L. CRAWFORD
 Title: PROCUREMENT AND CONTRACT SERVICES MANAGER
 Complete Address: P.O. BOX 71
NEWCASTLE, DE 19720
 Phone Number: 302-571-6353

Payee: *Individual authorized to accept payments.*

Name: VICTOR A. FERZETTI
 Title: CHIEF FINANCIAL OFFICER
 Mail Address: SAME AS ABOVE
 Phone Number: 302-571-6303

Administrative Contact: *Individual from Sponsored Program Office to contact concerning administrative matters (i.e., indirect cost rate computation, rebudgeting requests etc.)*

Name: JIM GILLESPIE
 Title: PORT ENGINEER
 Mailing Address: P.O. BOX 827
N. CAPE MAY, NJ 08204
 Phone Number: 609-889-7250
 FAX Number: 609-886-1021
 E-Mail Address: James.Gillespie@drba.net

Principal Investigator: *Individual responsible for the technical completion of the proposed work.*

Name: JIM GILLESPIE
 Title: PORT ENGINEER
 Mailing Address: P.O. BOX 827
N. CAPE MAY, NJ 08204
 Phone Number: 609-889-7250
 FAX Number: 609-886-1021
 E-Mail Address: James.Gillespie@drba.net
 Web URL: _____

The public reporting and recordkeeping burden for this collection of information is estimated to average 30 minutes per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed form to this address.



U.S. ENVIRONMENTAL PROTECTION AGENCY
Washington, DC 20460

**Preaward Compliance Review Report for
All Applicants and Recipients Requesting EPA Financial Assistance**

Note: Read instructions on other side before completing form.

I.	Applicant/Recipient (Name, Address, State, Zip Code).	DUNS No.
	DELAWARE RIVER AND BAY AUTHORITY, P.O. BOX 71, NEW CASTLE, DE 19720	069038958
II.	Is the applicant currently receiving EPA assistance?	
	NO	
III.	List all civil rights lawsuits and administrative complaints pending against the applicant/recipient that allege discrimination based on race, color, national origin, sex, age, or disability. (Do not include employment complaints not covered by 40 C.F.R. Parts 5 and 7. See instructions on reverse side.)	
	NONE	
IV.	List all civil rights lawsuits and administrative complaints decided against the applicant/recipient within the last year that allege discrimination based on race, color, national origin, sex, age, or disability and enclose a copy of all decisions. Please describe all corrective action taken. (Do not include employment complaints not covered by 40 C.F.R. Parts 5 and 7. See instructions on reverse side.)	
	NONE	
V.	List all civil rights compliance reviews of the applicant/recipient conducted by any agency within the last two years and enclose a copy of the review and any decisions, orders, or agreements based on the review. Please describe any corrective action taken. (40 C.F.R. § 7.80(c)(3))	
	NONE	
VI.	Is the applicant requesting EPA assistance for new construction? If no, proceed to VII; if yes, answer (a) and/or (b) below.	
	Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> a. If the grant is for new construction, will all new facilities or alterations to existing facilities be designed and constructed to be readily accessible to and usable by persons with disabilities? If yes, proceed to VII; if no, proceed to VI(b). Yes <input type="checkbox"/> No <input type="checkbox"/> b. If the grant is for new construction and the new facilities or alterations to existing facilities will not be readily accessible to and usable by persons with disabilities, explain how a regulatory exception (40 C.F.R. § 7.70) applies. Yes <input type="checkbox"/> No <input type="checkbox"/>	
VII.	Does the applicant/recipient provide initial and continuing notice that it does not discriminate on the basis of race, color, national origin, sex, age, or disability in its programs or activities? (40 C.F.R. § 5.140 and § 7.95) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
	a. Do the methods of notice accommodate those with impaired vision or hearing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No b. Is the notice posted in a prominent place in the applicant's offices or facilities or, for education programs and activities, in appropriate periodicals and other written communications? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No c. Does the notice identify a designated civil rights coordinator? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
VIII.	Does the applicant/recipient maintain demographic data on the race, color, national origin, sex, age, or handicap of the population it serves? (40 C.F.R. § 7.85(a))	
	YES <input checked="" type="checkbox"/>	
IX.	Does the applicant/recipient have a policy/procedure for providing access to services for persons with limited English proficiency? (40 C.F.R. Part 7, E.O. 13166)	
	YES <input checked="" type="checkbox"/>	
X.	If the applicant/recipient is an education program or activity, or has 15 or more employees, has it designated an employee to coordinate its compliance with 40 C.F.R. Parts 5 and 7? Provide the name, title, position, mailing address, e-mail address, fax number, and telephone number of the designated coordinator.	
	N/A <input checked="" type="checkbox"/>	
XI.	If the applicant/recipient is an education program or activity, or has 15 or more employees, has it adopted grievance procedures that assure the prompt and fair resolution of complaints that allege a violation of 40 C.F.R. Parts 5 and 7? Provide a legal citation or Internet address for, or a copy of, the procedures.	
	N/A <input checked="" type="checkbox"/>	

For the Applicant/Recipient

I certify that the statements I have made on this form and all attachments thereto are true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable law. I assure that I will fully comply with all applicable civil rights statutes and EPA regulations.

A. Signature of Authorized Official

B. Title of Authorized Official

CHIEF OPERATIONS OFFICER

C. Date

9/16/14

For the U.S. Environmental Protection Agency

I have reviewed the information provided by the applicant/recipient and hereby certify that the applicant/recipient has submitted all preaward compliance information required by 40 C.F.R. Parts 5 and 7; that based on the information submitted, this application satisfies the preaward provisions of 40 C.F.R. Parts 5 and 7; and that the applicant has given assurance that it will fully comply with all applicable civil rights statutes and EPA regulations.

A. Signature of Authorized EPA Official

B. Title of Authorized EPA Official

C. Date

See * note on reverse side

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

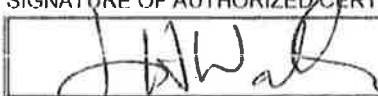
PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE CHIEF OPERATIONS OFFICER
APPLICANT ORGANIZATION DELAWARE RIVER AND BAY AUTHORITY	DATE SUBMITTED 09/16/2014



United States
ENVIRONMENTAL PROTECTION AGENCY
Washington, DC 20460

OMB Control No. 2030-0020
Approval expires 06/30/2017

EPA-OAR-OTAQ-14-05
EPA Project Control Number

CERTIFICATION REGARDING LOBBYING

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31 U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

TRAVIS L. CRAWFORD, PROCURMENT & CONTRACT SERVICES

Typed Name & Title of Authorized Representative


Signature and Date of Authorized Representative

The public reporting and recordkeeping burden for this collection of information is estimated to average 15 minutes per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed form to this address.



THE DELAWARE RIVER AND BAY AUTHORITY

CAPE MAY – LEWES FERRY

1200 LINCOLN BLVD. CAPE MAY, NJ 08204

June 13, 2014

Ms. Catherine Magliocchetti
U.S. EPA Region 3
Air Protection Branch (3AP50)
1650 Arch Street
Philadelphia, PA 19103

RE: Letter of Substantiation and Mandated Measures Justification
Response to RFP EPA-OAR-OTAQ-14-05

Dear Ms. Magliocchetti,

On behalf of Delaware River and Bay Authority (DRBA), I would like to offer this Letter of Substantiation attesting that all information contained in this application for grant funding is accurate and true, to the best of my knowledge.

The vessel proposed for repower under this project is subject to the requirements of EPA's locomotive and marine rule, "Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder".

The *M/V Delaware* is equipped with two Fairbanks Morse 38D8-1/8 propulsion engines with a power rating of 2,060 horsepower each. These 2-cycle Tier 0 engines were originally manufactured in 1973 and underwent an overhaul in late 2012. At the time, EPA's 2008 Marine Engine Rule (Tier 3/4 emission regulations), which requires unregulated Tier 0 marine engines above 800 hp to be upgraded to reduce PM emissions by 25% when the engines are overhauled was in effect. However, the engines were not upgraded to Tier 0+ emission levels because at the time the engines were overhauled, there were not any commercially available upgrade kits to bring the vessel to Tier 0+ levels and therefore the engines were rebuilt to the original manufacturer specifications. A review of EPA's list of certified marine remanufacture kits (January 13, 2014 update) shows that there are still no certified upgrade kits for these engines.

If a certified kit did exist, as a result of this rule, it would have decreased the net lifetime PM reduction benefits of this project because some level of PM reduction from these engines may fall under the Restriction of Mandated Measures within the expected 20-year remaining useful life of the vessel. However, because there is no currently certified kit and DRBA is not aware of any plans for either the original equipment manufacturer or aftermarket supplier to produce a Tier 0+ compliant kit, the PM emission reductions have not been decreased.

Under this application, DRBA would voluntarily repower this vessel, going above and beyond the upgrade requirement and bring our engines to the highest available Tier possible at this time – Tier 3.

By this letter, DRBA attests that all information contained in this application to be correct, to the best of our knowledge at the time of application. We appreciate the opportunity to submit this proposal, and look forward to your response. Thank you for your time.

Sincerely,

James (Jim) Gillespie
Senior Port Engineer / Director of Engineering
Cape May – Lewes Ferry
Delaware River and Bay Authority

James W. Gillespie
18 Southern Shore Drive
Cape May Court House, NJ 08210
Home: 609.465.0978 Cell: 860-780-0929
jgillespie02@verizon.net

General Manager - Chief Engineering Officer

Educated, resourceful, and highly experienced in Marine Management. Knowledgeable in all aspects of vessel and shipyard building & repair operations, facilities maintenance, security and safety regulations. Responsible for the administration of personnel, formulation of budgets, training, purchasing, and all systems related to corporate operations.

Education/Specialized Training

Massachusetts Maritime Academy, Buzzards Bay MA <u>Bachelor of Science Degree in Marine and Electrical Engineering</u>	June 1971
US Coast Guard <u>Marine Engineer's License</u> USCG Chief Engineer of Motor or Gas Turbines Vessels of Any Horsepower Third Assistant Engineer of Steam Vessels of Any Horsepower.	-----1971 – Present
Solar Gas Turbines Inc., San Diego CA <u>Operation and Maintenance of Marine Gas Turbines Certification</u>	June 1997
<u>Gas Turbine Electronic Control Systems Certification</u>	June 1997
Computational Systems Inc, Knoxville TN <u>Vibration Analysis for Machinery and Electrical Motors Certification</u>	May 2000
Wessex Marine Consultancy, UK <u>ISO High Speed Code Instructor</u> <u>Examiner For Engineers</u>	Sept. 1997 Sept. 2000
RSES, Hartford CT <u>EPA Refrigeration Certified Technician</u>	Nov 1994
Military Sealift Command, Freehold NJ <u>Advanced Firefighting School</u>	Apr. 1993
Sun Oil Company, Philadelphia, PA <u>ISO 9000 Training and Certification</u>	Sept. 1994
Belzona, Inc. Miami, FL <u>Marine and Industry Polymeric Application Certification</u>	Nov. 2004
Fisher Maritime Consulting Group, New Jersey <u>Shipyard Contract Management Certification</u>	Apr. 2010

Employment History

Delaware River & Bay Authority

March 2005 to Present

Sr. Port Engineer / Director of Engineering

- ◆ Oversee and direct all aspects of Shipyard Repair including writing, approving, and implementing vessel Shipyard repair, ship modifications and dry docking contracts. Prepared & implemented over 20 shipyard repair contracts. Interface with shipyard personnel for change orders, estimating and refitting of various ship repair & refit projects. Relate to USCG, ABS and other regulatory bodies for inspections as needed.
- ◆ Formulate and implement the Engineering budget in excess of 4 million dollars for the Cape May / Lewes Ferry operation. The direction of all aspects of the maintenance and repair of (5) 1000 passenger / 100 car Ferries. Also, manage operation of (2) 100 passenger only ferries for the Fort Mott -Pea Patch Island State Park service including docking barge operation and maintenance.
- ◆ Chairman of Cape May Ferry Operations Safety Committee.
- ◆ The administration of the Chief Engineers and Assistants, Shore Technicians, Paint gang, passenger terminal cleaning staff and the deck maintenance group. Off season numbering about 60 persons – in season numbering over 120 persons.
- ◆ Management of all aspects for the purchase, maintenance, repair, and installations to vessels and docking facilities - including recommendations for purchase of major equipment, input into the Marine Master plan, and technical advisor to Operations Director.

Fox Navigation LLC / Pequot River Shipworks

1997 to 2005

Director of Engineering & Interim General Manager

- ◆ Formulate and implement budget for a Marine Transportation operation. The direction of all aspects of the maintenance and repair of 3 High-Speed Ferries.
- ◆ The administration of eight chief engineers and six shore technicians.
- ◆ Management of all aspects of the purchase, maintenance, repair, and installations to docking facilities; including - barges, outbuildings, workshops and office space.
- ◆ Consulted on the building of 5 aluminum high speed passenger ferries at Pequot River Shipworks in New London CT. Recommended machinery and placement of machinery within the hulls. Carried out Failure Mode & Effect Analysis for all vessels.
- ◆ Oversee and direct all aspects of Shipyard Repair.
- ◆ (Salary \$80,000/yr)

Sun Oil Company

1992 – 1997

Chief Engineer Tanker 'Northern Sun'

- ♦ Responsibilities: Inventory control, prepare reports, shipyard planning, and the maintenance and repair of all shipboard systems.
- ♦ Keep vessel up to ABS specifications as well as ready for Coast Guard inspection.
- ♦ Troubleshoot vessels automation system and make repairs where needed.
- ♦ Advise, supervise and inspect all work done by outside contractors.
- ♦ (Salary \$75,000/yr)

Reinauer Transportation Co.

1988 - 1992

Chief Engineer M/V 'JoAnne Reinauer'

- ♦ Responsibilities: Maintain inventory, prepare reports, shipyard planning, and the maintenance and repair of all systems relating to vessel operation.
- ♦ Supervise and perform the overhaul of the vessels various pumps, winches, and hydraulic systems.

Hess Oil Co.

1980 - 1988

Chief Engineer/Acting Port Engineer on M/V 'New Haven'

- ♦ Responsibilities: Acting Port Engineer for Shipyard repairs and modifications of motor vessel.
- ♦ Hiring contractors, supervising, and inspecting work necessary for vessel operation.

Spentonbush / Red Star Co.

1971 - 1980

Chief Engineer on M/V 'New Haven'

- ♦ Responsibilities: Shipyard management. Perform and schedule maintenance on Caterpillar Main and Generating diesel engines. Also maintain inventory, determine needed repairs, and carry out the repairs for all vessel systems (hydraulic, pneumatic, electrical, mechanical etc).

Professional Courses, Certifications & Professional Organizations

U.S. Coast Guard Approved:

- ♦ Basic and Advanced Fire Fighting Course
- ♦ Bridge Resource Management Course
- ♦ Personal Survival Techniques Course
- ♦ First Aid/CPR Course
- ♦ Basic Safety - Personal Safety and Social Responsibilities Course
- ♦ Instructor / Examiner for High Speed Craft Type Rating Training – program #16720/4

Additional

- ◆ Member of The Society of Naval Architects and Marine Engineers
- ◆ Marine Consultant on several new build projects
- ◆ Consultant, Shipboard Fuel Cell testing for Maritime Administration
- ◆ CEO of Gillespie Marine Service LLC a Marine Surveying and Consulting Firm
- ◆ Shipyard Competent Person Certification
- ◆ Marine Vapor Recovery Certification
- ◆ Benzene Training
- ◆ Hazardous Materials Training
- ◆ Nautical System Computer Training
- ◆ Respirator Use & Fit Training
- ◆ Toxic Substance Control Course
- ◆ Hazwoper Certification
- ◆ Independent Consultant for the building of the "Atlantcat" for BBO LLC at Blount Shipyard in Warren Rhode Island. (130 foot Crowther Design Aluminum Catamaran)
- ◆ Familiar with aluminum shipbuilding techniques as well as steel construction estimating

References:

Adam Wronowski
Co-Owner

Thames Shipyard
Farnsworth St
New London, CT 06320
860-442-8764

Joseph Eckhardt
Vice President

Caddell's Shipyard
Foot of Broadway & Brighton St
Staten Island, NY 10310
718-442-2112

John Waggoner
Vice President

Hornblower Marine Services
1 River Point Plaza
Jeffersonville, IN 47130
812-218-9570

John Falvey
General Manager

Alaska Marine Highway System
7559 North Tongass Ave
Ketchikan, Alaska 99901
907-228-7255



THE DELAWARE RIVER AND BAY AUTHORITY

CAPE MAY – LEWES FERRY
1200 LINCOLN BLVD. CAPE MAY, NJ 08204

June 17, 2014

Ms. Catherine Magliocchetti
U.S. EPA Region 3
Air Protection Branch (3AP50)
1650 Arch Street
Philadelphia, PA 19103

RE: Letter of Cost-Share Commitment for the Repowering of the *M/V Delaware* Ferry
Response to RFP EPA-OAR-OTAQ-14-05

Dear Ms. Magliocchetti,

On behalf of the Delaware River and Bay Authority (DRBA), I am pleased to offer this letter of cost-share commitment for the repowering of the propulsion engines in our ferry *M/V Delaware*.

The applicant, The Delaware River and Bay Authority (DRBA), was created by Compact in 1962 between the states of Delaware and New Jersey. The DRBA, overseen by six commissioners from New Jersey and six from Delaware, is charged with providing, operating and maintaining vital transportation links between the two states, as well as supporting economic development projects in Delaware and the four southern counties of New Jersey.

For more than 40 years, the Cape May – Lewes Ferry service has served as a critical part of the Mid-Atlantic regional transportation infrastructure, carrying approximately 800,000 passengers and 300,000 vehicles annually on the 14-mile water route between Lewes, DE and Cape May, NJ. This ferry route is part of the National Highway System and is classified as a public road within the States of Delaware and New Jersey (US Route 9). The year-round ferry operation offers customers an economical and efficient transportation route between Eastern Delaware and Southern New Jersey by providing Mid-Atlantic travelers the option to bypass the congested I-95 corridor by using the ferry system's 14-mile sea route as opposed to a 169 mile trip via automobile.

The *M/V Delaware* repowering project will address key regional air quality issues, including the reduction of diesel particulate matter (PM) and nitrogen oxide (NOx), an ozone precursor, as well as providing a greenhouse gas benefit. If the grant application is

successful, the DRBA will conduct the public procurement process for the equipment and services necessary for the work in accordance with the grant program and administrative conditions of the EPA.

Our commitment of participation is contingent upon the allocation of sufficient DERA funds and the completion of contractual arrangements that will govern the transfer of funds between all parties concerned. Once funding is contractually available, DRBA will begin the procurement process. The DRBA is prepared to immediately implement this project as funding becomes available and will have the repowered vessel deployed in a timely fashion.

The *M/V Delaware* repowering project is estimated to cost \$3,132,800 and the DRBA is requesting \$975,000 (31%) in grant funding under the National Clean Diesel Assistance Program. The DRBA is committed to providing both financial and administrative support for the repowering project and meeting the minimum 69% cost share requirement of \$2,157,800.

We appreciate the opportunity to work with you on this critical project. Please do not hesitate to contact me at 609-889-7250 for additional information.

Sincerely,

James (Jim) Gillespie
Senior Port Engineer / Director of Engineering
Cape May – Lewes Ferry
Delaware River and Bay Authority



M/V Delaware Marine Engine Repower

Application for funding in response to RFP: EPA- OAR-OTAQ-14-05
Submitted to EPA Region 3

Project Title	Marine Engine Repower of a Ferry Vessel – M/V Delaware
Applicant Information	Delaware River and Bay Authority Junction of I-295 and Route 9 New Castle, DE 19720 Phone: (609) 889-7250 Fax: (609) 886-1021 Contact Person: Mr. James Gillespie <i>Jim</i> Senior Port Engineer / Director of Engineering Email: James.Gillespie@DRBA.net DUNS: 0690389580000
Applicant Eligibility	Delaware River and Bay Authority is a Port Authority with jurisdiction over transportation and air quality.
Regional Office	EPA Region 3
Project Budget	\$ 3,132,800
EPA Funds Requested	\$ 975,000 Funding Requested (31%)
Mandatory Match	\$ 2,157,800 Mandatory Cost Share (69%) 1,871,280 = Mandatory (60%) 283,520 = Voluntary (9%)
Target Fleet	One marine ferry vessel
Technology	Marine engine repower
Project Period	January 2015 – December 2016
Project Description	This project will repower two Tier 0 marine propulsion engines in one vessel with EPA Tier 3-certified engines.
Annual Reductions	39.7 tons NOx 0.42 tons PM 443 tons CO2

*EPA Funding = 40%
Mandatory = 60%*

*(CW)
MARINE
ENGINE
UPGRADES.
40:60.*

[illegible][illegible]



M/V Delaware
Marine Engine Repower

Application for funding in response to RFP: EPA- OAR-OTAQ-14-05
Submitted to EPA Region 3

Project Title	Marine Engine Repower of a Ferry Vessel – M/V Delaware
Applicant Information	Delaware River and Bay Authority Junction of I-295 and Route 9 New Castle, DE 19720 Phone: (609) 889-7250 Fax: (609) 886-1021 Contact Person: Mr. James Gillespie Senior Port Engineer / Director of Engineering Email: James.Gillespie@DRBA.net – <i>Project Engineer</i> DUNS: 0690389580000
Applicant Eligibility	Delaware River and Bay Authority is a Port Authority with jurisdiction over transportation and air quality.
Regional Office	EPA Region 3
Project Budget	\$ 3,132,800
EPA Funds Requested	\$ 875,000 Funding Requested (31%)
Mandatory Match	\$ 2,157,800 Mandatory Cost Share (69%)
Target Fleet	One marine ferry vessel
Technology	Marine engine repower
Project Period	January 2015 – December 2016
Project Description	This project will repower two Tier 0 marine propulsion engines in one vessel with EPA Tier 3-certified engines.
Annual Reductions	39.7 tons NOx 0.42 tons PM 443 tons CO2

1. Project Summary and Overall Approach

This project will repower the existing Tier 0 propulsion engines in one marine ferry boat with EPA-certified Tier 3 engines. This project does not propose to implement any technology or emission reduction strategy that is currently mandated by Federal law.

The applicant, The Delaware River and Bay Authority (DRBA) was created by Compact in 1962 between the states of Delaware and New Jersey. The DRBA, overseen by six commissioners from New Jersey and six from Delaware, is charged with providing vital transportation links between the two states as well as economic development in Delaware and the four southern counties of New Jersey.

To fulfill these missions, the DRBA operates the Delaware Memorial Bridge, the Cape May – Lewes Ferry, the Delaware City – Salem Ferry, the Riverfront Marketplace, the Salem County Business Center and five regional airports; three in Delaware – New Castle, Civil Air Terminal at Dover AFB, and Delaware Airport, and two in New Jersey – Millville and Cape May.

The Cape May – Lewes Ferry service is a critical part of the Mid-Atlantic regional transportation infrastructure, carrying approximately 800,000 passengers and 300,000 vehicles annually on a 14-mile route between Lewes, DE and Cape May, NJ. This ferry route is part of the National Highway System and is classified as a public road within the States of Delaware and New Jersey and identified as US Route 9. For more than 40 years, the Cape May – Lewes Ferry service has offered customers a more economical and efficient transportation route between Lewes, DE and Cape May, NJ (see Figure 1). The ferry operates year-round and offers a vital link between Eastern Delaware and Southern New Jersey that allows travelers to avoid traveling on the congested I-95 corridor and replaces a terminal-to-terminal 4-hour, 169 mile trip via land with a 14-mile 85 minute sea route.



Figure 1: Map of General Project Area

This project will repower the propulsion engines in the ferry boat *M/V Delaware*, which is wholly owned by DRBA. The *M/V Delaware* is dedicated to the Cape May – Lewes Ferry route along with two other vessels, the *M/V Cape Henlopen* and the *M/V New Jersey*.

Based on historical operating characteristics, current needs and future scheduling, the *M/V Delaware* operates for approximately 3,000 hours per year and consumes approximately 330,000 gallons of fuel annually.

This project will repower the *M/V Delaware* with new, EPA Tier-3 certified marine engines. The *M/V Delaware* is currently equipped with two Fairbanks Morse 38D8-1/8 propulsion engines with a power rating of 2,060 horsepower each. These 2-cycle Tier 0 engines were originally manufactured in 1973 and underwent an overhaul in late 2012. At the time the engines were overhauled, there were not any commercially available upgrade kits to bring the vessel to Tier 0+ levels and therefore the engines were rebuilt to the original manufacturer specifications. A review of EPA's list of certified marine remanufacture kits (January 13, 2014 update) shows that there are still no certified upgrade kits for these engines.

Table 1 provides a description of the current propulsion engines and the proposed replacement engines. Current annual fuel use and estimated baseline emissions, along with projected fuel use and emissions after replacement of the current engines with new cleaner, more efficient engines are summarized in Table 2.

Table 1: Current and Proposed Replacement Engines for the M/V Delaware

Current Main Engines				Replacement Engines		
Year	Make/Model	No.	HP	Make/Model	No.	HP
1973	Fairbanks Morse 38D8-1/8	2	2,060	EMD 8-710G7C-T3 ¹	2	2,000
¹ Or equivalent						

Table 2: Current and Projected Annual Fuel Use and Emissions for the M/V Delaware Propulsion Engines

Current Baseline				Projected After Repower				Annual Reductions		
Hrs	Fuel [gallons]	NOx [tons]	PM [tons]	Hrs	Fuel [gallons]	NOx [tons]	PM [tons]	Fuel [gallons]	NOx [tons]	PM [tons]
3,000	330,000	105.5	2.54	3,000	290,400	65.8	2.12	39,600	39.7	0.42
Both current and projected emissions were calculated using EPA's Diesel Emissions Quantifier										

As shown in Table 2, this project is anticipated to reduce annual NOx emissions from this vessel by 39.7 tons, reduce annual PM emissions by 0.42 tons, and reduce annual fuel use by 16,500 gallons. This project will also reduce black carbon emissions (which comprise approximately 75% of PM emissions) by 0.32 tons per year. The short-term climate impact of these black carbon reductions is approximately equivalent to a 1,024 ton annual reduction in CO₂ emissions.¹ Current and projected annual hours and current fuel use shown in Table 2 are based on usage for this vessel over the prior calendar year and future projects, as provided by DRBA.

Current baseline emissions of NOx and PM, and projected emissions after repower, were calculated using EPA's Diesel Emissions Quantifier. The new Tier-3 compliant engines are estimated to have 37.6% lower NOx emissions and 16.7% lower PM emissions than the current engines.

Projected fuel use after repower is based on fuel rate data provided by the manufacturer of the proposed new engines specific to the Cape May – Lewes Ferry operation. After repower, annual fuel use is expected to decrease, on average, by nearly 12% due to the higher efficiency of the new, electronically-controlled engines.

The total proposed budget for this project is \$3,132,800. This proposal seeks \$975,000 in grant funding under the National Clean Diesel Assistance Program. Cost-share funding of \$2,157,800 will be provided by DRBA in the form of cash outlays for equipment and services, as well as in-kind contributions of staff

¹ The short-term climate impact of Black Carbon reductions is calculated by multiplying the mass of black carbon reduced by the global warming potential of Black Carbon over a 20-year time horizon (GWP₂₀). The GWP₂₀ of Black Carbon is assumed to be 3,200 (Intergovernmental Panel on Climate Change (IPCC), 5th Assessment Report, September, 2013).

time for project management, engineering support, and installation labor. A letter of cost-share commitment is provided in **Attachment 1**.

Repowering this vessel was chosen for this project because of the cost-effectiveness of the emission reductions, resultant fuel savings and associated greenhouse gas benefits, and the fact that it can significantly extend the useful life of the vessel. Other technologies were evaluated for this project including exhaust aftertreatment, engine upgrade kits, and replacement of the vessel. Aftertreatment devices in this case would be costly, operationally difficult, and would negatively affect fuel consumption. After review of EPA's remanufacture kit database (January 13, 2014), there are currently no upgrade kits available for these engines. Replacement of the vessel would require the scrapping of the entire boat rather than just the engine, resulting in higher costs. Additionally, based on an assessment by DRBA's naval architect, the target vessel has a remaining useful life in excess of 20 years, making replacement of the vessel wasteful.

Procurement of the new engines is expected to take approximately 34 weeks, including an estimated 17 weeks for procurement activities and 17 weeks manufacturing lead time. Installation will take 16-20 weeks, and will be scheduled to minimize disruption to normal vessel operations. See **Figure 2** for the proposed project schedule. Assuming notification of a grant funding award in September 2014 and project start in December 2014, repowering of the *M/V Delaware* is expected to be completed by the end of December 2016.

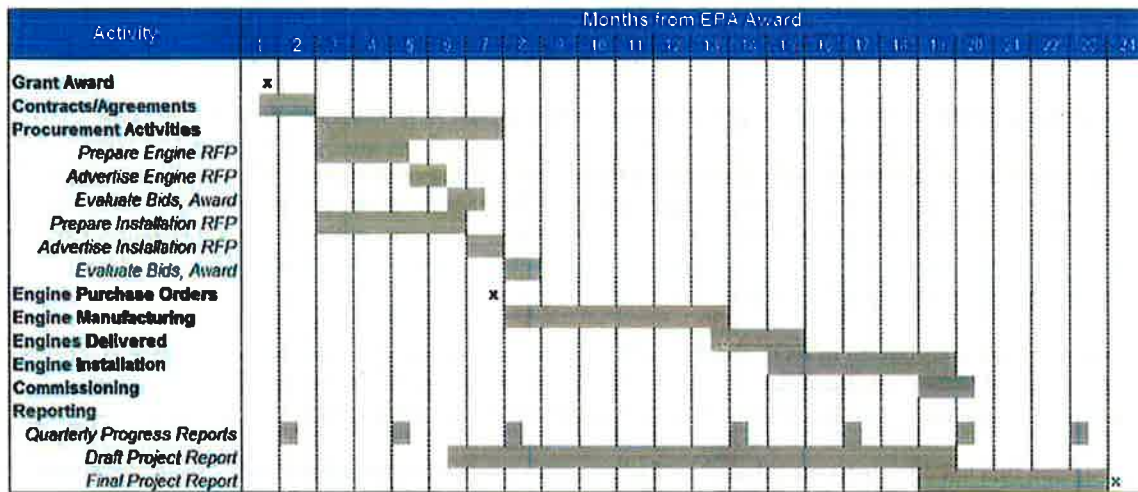


Figure 2: Proposed Project Schedule

Delaware River and Bay Authority, as the owner and operator of the vessel does not have any additional project partners. DRBA will provide fiscal management and program oversight to ensure that the goals of the project, as outlined in this application, are achieved in a timely manner. DRBA anticipates that additional contractual services beyond installation may be necessary, including those of a naval architect and/or an engineering consultant and will procure services as required to complete the project. The naval architect, if needed, will coordinate with the shipyard regarding installation design documents, as well as the U.S. Coast Guard for vessel approval and commissioning after repower, as necessary and appropriate. DRBA will also arrange for dry dockage and other services required for removal of the old engines and installation of the new engines. **DRBA, which is providing all cost share funds, will retain ownership of the new engines purchased for this project, which will be installed in the *M/V Delaware*.**

The *M/V Delaware* and the existing engines have a remaining useful life in excess of 20 years, although for purpose of estimating lifetime reductions a value of 10 years is used. Lifetime (10-year) emissions reductions from this project are anticipated to be 397 tons NOx and 4.2 tons PM. In addition, this project is expected to reduce lifetime fuel use and CO₂ emissions from this vessel by approximately 396,000 gallons and 4,430 tons, respectively.

The *M/V Delaware* is equipped with two Fairbanks Morse 38D8-1/8 propulsion engines with a power rating of 2,060 horsepower each. These 2-cycle Tier 0 engines were originally manufactured in 1973 and underwent an overhaul in late 2012. At the time, EPA's 2008 Marine Engine Rule (Tier 3/4 emission regulations), which requires unregulated Tier 0 marine engines above 800 hp to be upgraded to reduce PM emissions by 25% when the engines are overhauled was in effect. However, the engines were not upgraded to Tier 0+ emission levels because at the time the engines were overhauled, there were not any commercially available upgrade kits to bring the vessel to Tier 0+ levels and therefore the engines were rebuilt to the original manufacturer specifications. A review of EPA's list of certified marine remanufacture kits (January 13, 2014 update) shows that there are still no certified upgrade kits for these engines.

If a certified kit did exist, as a result of this rule, it would have decreased the net lifetime PM reduction benefits of this project because some level of PM reduction from these engines may fall under the Restriction of Mandated Measures within the expected 10-year remaining useful life of the vessel. However, because there is no currently certified kit and DRBA is not aware of any plans for either the original equipment manufacturer or aftermarket supplier to produce a Tier 0+ compliant kit, the PM emission reductions have not been decreased. This requirement does not affect projected NOx reductions from the project. **A letter of justification/substantiation is provided as Attachment 2.**

The old engines removed from the *M/V Delaware* will be destroyed and/or rendered permanently disabled, to ensure that they can not be re-used in another marine vessel. DRBA will confirm and document destruction of the engines during the project. The assumed scrap value of the old engines was accounted for in the project budget as a credit against the price of new engines.

2. Environmental Results – Outputs and Outcomes

This project is well aligned with the objectives outlined in Goal 1 of the “Fiscal Year 2014-2018 EPA Strategic Plan”. This project most closely aligns with the objectives of addressing climate change (by reducing CO₂ emissions from the ferry), and improving air quality (by reducing criteria pollutant and ozone pre-cursor emissions within the Seaford, DE and the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE ozone nonattainment areas, and the Ozone Transport Region in general).

The main outputs of this project will be the replacement of two old Tier 0 engines with new, EPA-certified engines, in one marine ferry vessel. The outcomes include significant annual reductions of NOx, PM, CO₂, and fuel use from the repowered ferry vessel. These reductions will help to improve local air quality and in the long term reduce negative health effects and health care costs for the local population. See **Table 3** for a summary of expected outputs and outcomes.

Table 3: Summary of Expected Outputs and Outcomes

Activities	Outputs	Outcomes
<ul style="list-style-type: none"> Repower propulsion engines in one marine ferry vessel Replace 2 Tier 0 marine engines with EPA-certified engines 	<ul style="list-style-type: none"> \$3,132,800 expended on project activities 2 EPA Tier 3 certified engines purchased 	<ul style="list-style-type: none"> 0.42 tons PM reduced annually 39.7 tons NOx reduced annually 443 tons CO₂ reduced

	▪ 2 EPA Tier 3 certified engines installed	▪ annually 39,600 gallons fuel saved annually
--	--	--

DRBA has prior experience managing federal grant projects, including many for the FAA, which are summarized in Section 7. For this each of these projects, DRBA has demonstrated the ability to meet reporting requirements such as quarterly and final reports.

DRBA will provide EPA quarterly reports on project progress to date, including:

- **Planned project activities and actual progress in most recently completed quarter, and planned activities for next quarter**
- **Summary of expenditures on project activities in most recently completed quarter, and planned expenditures for next quarter**
- **Technical problems or issues and their resolution**
- **Maintaining an accurate Project Fleet Description**

The old engines removed from the *M/V Delaware* will be destroyed and/or rendered permanently disabled, to ensure that they cannot be re-used in another marine vessel. DRBA will provide EPA with photo-documentation of the destruction.

DRBA will also provide additional reports to EPA, as necessary throughout the grant including **Federal Financial Reports (SF425)**, **M/WBE reports (Form 5700-52A)**, and will also prepare a **detailed final report** and submit to EPA within 90 calendar days of completion of the project. This report will include a summary of project activities, expenditures; a discussion of problems, successes, and lessons learned from the project; and a detailed projection of emissions benefits that will be achieved by the project.

3. Programmatic Priority - Location

This project will repower a high horsepower ferry vessel that operates year-round between Lewes, DE and Cape May, NJ. The *M/V Delaware* operates in areas that impact Sussex County in Delaware and Cape May County in New Jersey. **Each of these counties has been designated by EPA as a high priority area.**

Based on a review of the 2005 NATA county-level pollutant database for diesel PM, neither of these two counties, and none of the counties throughout the entire Mid-Atlantic area are listed as having a **Total Exposure Concentration of greater than 2.0 µg/m³.**

Additionally, a review of EPA's website and participant maps, Sussex County, DE has opted in to the PM2.5 Advance Program; however not the Ozone Advance Program. Cape May County, NJ has not opted in to either the Ozone or PM2.5 Advance Programs.²

4. Programmatic Priority - Diesel Reduction Effectiveness

This project will repower two marine engines in one marine vessel from Tier 0 to Tier 3. To meet these stringent emission standards, the engines will employ technologies such as electronic fuel injection and engine control, exhaust gas recirculation and turbocharging. These technologies also improve the efficiency of the engine, thus reducing fuel consumption.

² <http://www.epa.gov/ozoneadvance/>, accessed June 11, 2014.

The ferry vessel *M/V Delaware* and its existing marine engines have a remaining useful life in excess of 20 years based on an analysis done by DRBA's naval architect, although for the purpose of estimating lifetime reductions a value of 10 years is used. **Lifetime (10-year) emissions reductions from this project are anticipated to be in approximately 397 tons NO_x, 4.2 tons PM, and 4,430 tons CO₂, based on historical operating hours for the propulsion engines of 3,000 hours annually.**

This project will result in cost-effective reductions in both NO_x and diesel PM. See Table 4 for a calculation of the Total Cost Effectiveness of NO_x and PM reductions from this project, based on full project costs for repowering (purchase, installation, and project management). Table 4 also shows Requested Funding Cost Effectiveness, based on only the requested grant funding.

Table 4: Total Cost Effectiveness and Requested Funding Cost Effectiveness

Pollutant	Remaining Useful Life	Reductions (ton)		Cost Effectiveness (\$/ton)	
		Annual	Life-Time	TOTAL	GRANT FUNDS
NO _x	10 yrs	39.7	397	\$ 7,891	\$ 2,456
PM	10 yrs	0.42	4.2	\$ 745,905	\$ 232,143

5. Other Programmatic Priorities

Maximizing Public Health Benefits

The ferry vessel to be repowered under this project operates year-round between Lewes, DE and Cape May, NJ. The *M/V Delaware* operates in areas that impact Sussex County in Delaware and Cape May County in New Jersey. Sussex County, DE has a total population of approximately **200,000 people**, and an average population density of **211 people per square mile**; however, the urbanized area of Lewes, DE has a population density of approximately **1,125**.³ Cape May County, NJ has a total population of approximately **97,000 people**, and an average population density of **387 people per square mile**; however, the urbanized area of Villas, NJ has a population of **51,291 people** and population density of **1,514**.⁴ **Both counties have been designated by EPA as high priority areas.**

The current exhaust emissions from the vessel targeted for repower under this project has disproportionate negative impact on exposure of the local population to poor air quality due to the proximity to the population and the fact that ports generally experience a disproportionate quantity of air pollution from diesel fleets, including marine vessels.

This project is anticipated to reduce annual NO_x and PM emissions from the affected vessel by 39.7 tons and 0.42 tons, respectively. In addition, it is estimated to reduce annual fuel use by 39,600 gallons and annual CO₂ emissions by 443 tons.

The ferry vessel *M/V Delaware* and its existing marine engines have a remaining useful life in excess of 20 years, although the purpose of estimating lifetime reductions a value of 10 years is used. Lifetime (10-year) emissions reductions from this project are anticipated to be approximately 397 tons NO_x, 4.2 tons PM, and 4,430 tons CO₂.

³ <http://quickfacts.census.gov/qfd/states/10/10005.html> and <http://www.census.gov/geo/reference/ua/urban-rural-2010.html>, accessed June 13, 2014.

⁴ Ibid.

This project will significantly reduce emissions of NOx and diesel PM within the urbanized areas of Lewes, DE and Villas, NJ and will help to move this area toward compliance with ozone NAAQS, while improving air quality for local residents.

Implementation of this project is estimated to be equivalent of removing 12 diesel combination trucks from the roadways (see Figure 3)⁵. The EPA Diesel Emission Quantifier estimates the health benefit of this project as avoiding approximately \$550,077 in health care related costs attributable to diesel PM.



Figure 3: Combination Truck Equivalents for PM

Uses a Community-based Multi-Stakeholder Collaborative Process

While DRBA has not held a formal stakeholder collaborative process, we are aware of environmental impact issues within the region. In addition, as feasible, the project team will engage with the local community to gather input on implementation of the project activities. If awarded, procurement activities will be publicly advertised to gain community-based awareness of available diesel emission reductions in their area.

Conserving Diesel Fuel

Based on fuel rate data provided by the manufacturer of the proposed new engines specific to the Cape May – Lewes Ferry operation, the vessel to be repowered under this project is expected to achieve a 12% reduction in brake-specific fuel consumption. This will result in an estimated annual fuel savings of 39,600 gallons attributable to this project, and lifetime (10-year) fuel savings of approximately 396,000 gallons from the M/V Delaware.

6. Regional Significance

EPA Region 3 has identified several evaluation criteria for diesel emission reduction projects. This project will address each of them and will reduce emissions from two marine propulsion engines that operate between two urban areas. The project addresses each evaluation criteria as follows:

- It provides emission reduction benefits to the U.S. Census Bureau defined urban areas of Lewes, DE and Villas, NJ
- This project will address both **local air quality and climate change**
 - Reduces fuel consumption, which correlates directly to CO₂ emission reductions. In addition, diesel PM, which contains black carbon, will also be significantly reduced.
 - Will provide significant reductions of diesel criteria pollutants, including NOx and diesel PM.
- It is designed to lead to broader efforts and sustainable projects to further reduce diesel emissions. The DRBA fleet currently has two additional vessels that may be repowered in the coming few years, and the specifications developed under this project will inform the process during future repower efforts in an effort to maximize emission reductions and fuel savings.
- Is a sustainable project in that it can continue to provide benefits for many years as well as serve as a model for future marine vessel engine repowering.

⁵ Based on calculated CY2011 fleet wide average emissions for PM using EPA's MOVES emission estimation model and assuming 64,135 annual miles per truck.

7. The Past Performance – Programmatic capability and reporting on results - Outcomes and Outputs

DRBA has previous experience in managing federally funded programs of this magnitude with a significant amount of grants from FAA via the Airport Improvement Program (CFDA 20.106). Over the last three years, DRBA has successfully managed FAA grants totaling nearly \$12 million. Three representative projects include:

Project Title	Assistance Agreement Number	Funding Agency	CFDA Number
Snow Removal Equipment	3-10-0006-034-2012	FAA	20.106
Security Enhancements, Phase II	3-10-0006-033-2012	FAA	20.106
Conduct Environmental Study (Obstruction Removal) and Remove Obstructions	3-10-0006-036-2013	FAA	20.106

Each of these first two projects have been completed successfully and the third is currently ongoing. In executing each of these agreements, DRBA met all of the reporting requirements and milestones as identified in the grant agreement; for the first two, final reports were not required, and as the third is in progress, a final report has not yet been prepared. Throughout each of these projects, DRBA was able to document progress to the FAA through periodic reports as well as a drawdown of grant funding.

Regarding DRBA's capability to administer and execute an EPA grant award, DRBA has an exceptional interdepartmental apparatus that fully integrates ongoing management, compliance, reporting and successful closeout of federal grants. DRBA has individual departments with subject-matter expertise, including purchasing and finance and an office of DBE compliance all highly integrated into a system with a proven track record in grant acquisition and administration.

8. Staff expertise and Qualifications

The DRBA project manager for this project will be Mr. James (Jim) Gillespie. Mr. Gillespie has over 40 years of experience in the maritime industry and is the Senior Port Engineer / Director of Engineering for the Delaware River and Bay Authority. In this role, he oversees and directs all aspects of shipyard repair including developing, approving, and implementing vessel Shipyard repair, ship modifications and dry docking contracts. Additionally, he is responsible for formulating and implementing the Engineering budget in excess of 4 million dollars for the Cape May / Lewes Ferry operation. He also directs all aspects of the maintenance and repair of (5) 1000 passenger / 100 car Ferries. A more detailed resume for Mr. Gillespie is included as Attachment 3.

9. Budget Detail

The proposed budget for the project is estimated at \$3,132,800. DRBA is requesting \$975,000 in grant funding from EPA, which will be used to offset capital costs for engine purchase and installation. Cost-share funding of \$2,157,800 will be provided by DRBA in the form of cash outlays for equipment and services, as well as in-kind contributions of staff time for project management and engineering support. The following budget summary presents a detailed breakout.

PERSONNEL – Delaware River and Bay Authority	Federal	Cost Share	TOTAL
<i>Salaries and Wages</i>			
DRBA Project Manager, 8 hr/wk, 50 wks @ \$45/hr	\$0	\$18,000	\$18,000
TOTAL WAGES	\$0	\$18,000	\$18,000
<i>Fringe Benefits</i>			
N/A % of Salaries & Wages	DRBA is electing not to count fringe towards the project cost-share		
TOTAL PERSONNEL	\$0	\$18,000	\$18,000
OTHER – Delaware River and Bay Authority	Federal	Cost Share	TOTAL
None Anticipated	\$0	\$0	\$0
TOTAL OTHER	\$0	\$0	\$0
EQUIPMENT	Federal	Cost Share	TOTAL
(2) EMD 8-710 G7C-T3 (or equivalent) engines	\$640,000	\$990,000	\$1,600,000
(2) Gearboxes for the M/V Delaware	\$335,000	\$498,000	\$833,000
Miscellaneous Installation Materials	\$0	\$1,800	\$833,000
TOTAL EQUIPMENT	\$975,000	\$1,489,800	\$2,464,800
SUPPLIES	Federal	Cost Share	TOTAL
None anticipated	\$0	\$0	\$0
CONTRACTUAL	Federal	Cost Share	TOTAL
M/V Delaware: (2) main engine installation labor	\$0	\$650,000	\$650,000
TOTAL CONTRACTUAL	\$0	\$0	\$0
TOTAL PROJECT COSTS	Federal	Cost Share	TOTAL
TOTAL BUDGET	\$975,000	\$2,157,800	\$3,132,800

10. Expenditure of Awarded Grant Funds

In general, execution of this repower project will follow the schedule as identified in Section 1 and due to the nature of engine manufacturing and delivery, there may be periods of time where expenditures are awaiting delivery milestones. To ensure that expenditures can occur in a timely and efficient manner, DRBA will begin the project immediately after notice of award from EPA. Expenditures are generally anticipated to occur within three-six months of award (e.g., deposit on equipment), at equipment delivery (9-12 months from award) and periodically throughout the shipyard installation process.

The Delaware River and Bay Authority, is a bi-state government agency created by Compact in 1962 between the states of Delaware and New Jersey. As an independent governmental agency, DRBA has established its own procurement procedures and controls as it relates to purchasing equipment and services. DRBA has an annual operating budget in excess of \$80 million and has the staff available to complete the procurement and fiscal management of this grant.

As identified in Section 9, this project anticipates purchase equipment and contractual services. DRBA will follow the Six Good Faith Efforts to encourage M/WBE participation, as well as our own robust internal procurement procedures. With all of the subawards, DRBA will require that vendors supplying equipment or services on this project execute an submit EPA Form LLL regarding lobbying. Additionally, before entering into an agreement, DRBA will confirm that the firm is not on the Excluded Parties List System at <http://www.epls.gov> and/or <http://www.sam.gov>.

11. Applicant Fleet Description

Organization/ Applicant Name	FirstName	LastName	JobTitle	Address	City	State	ZipCode	OfficePhone	OfficePhone Ext
Delaware River Repower of a Ferry Vessel - M/V Delaware	James	Gillespie	Senior Port Engineer/D irector of Engineer in Charge	Junction of I-295 and Route 9	New Castle DE		19720	(609) 389-7250	

Project 1 Information

Project Name	Organization Performing Project	Transport	Number of Vehicles	City	State	County	Funding Amount	Additional Funding Source	Additional Funding Amount	Public Benefit
Marine Engine Repower of a Ferry Vessel - M/V Delaware	Delaware River and Bay Authority	Marine	1	Leves	DE	Sussex	\$975,000	Delaware River and Bay Authority	\$2,157,800	yes

Current Vessel Information

Sector	Boat Name or Other Identifier	Total Number of Engines per Vessel	Engine Type	Serial # of Engine	Engine Make	Engine Model	Engine Horsepower	Displacement per Cylinder (Liters)	Current Tier Level	Current Standard Level for PM and NOx or NH ₃ -CH ₄ -NO _x	Fuel Type	Amount of Fuel Used (gallons/year)	Annual Usage Rate (Hours per engine)	Annual Killing Hours (per engine)
Marine	Ferry/Excursion M/V Delaware	2	propulsion	36D87304 20M12	Fairbanks Morse	36D8-18	2060	5.0<= size <15.0	unregulated	Unregulated	Diesel (ULSD), 15 ppm	165000	3000	
			propulsion	36D87303 20M12	Fairbanks Morse	36D8-18	2060	5.0<= size <15.0	unregulated	Unregulated	Diesel (ULSD), 15 ppm	165000	3000	

New Vessel/Technology Information

Year of Report Action	Technology Type	Technology Make	Verified Technology Model	New Engine Family/Name (Replacements/ Repowers)	New Engine Model Year (Replacements/ Repowers/ Upgrades)	New Engine Horsepower (Replacements/ Repowers)	New Engine Displacement per Cylinder (Liters)	New Tier Level (Replacements/ Repowers/ Upgrades)	New Standard Level for PM and NOx or NH ₃ -CH ₄ -NO _x	New Fuel Type	Annual Killing Hours Reduced (per engine)	Technology Unit Cost [1]	Technology Unit Installation Cost [1]
2015	Engine Repower	EMD	8-71BG7C-T3	TBD	TBD	2000	5.0<= size <15.0	Tier 3	NOx - 4.82 g/bhp-hr PM - 0.10 g/bhp-hr	Diesel (ULSD), 15 ppm		\$ 1,217,400	\$ 325,000
2015	Engine Repower	EMD	8-71OG7C-T3	TBD	TBD	2000	5.0<= size <15.0	Tier 3	NOx - 4.82 g/bhp-hr PM - 0.10 g/bhp-hr	Diesel (ULSD), 15 ppm		\$ 1,217,400	\$ 325,000

[1] - Costs presented are estimates at the time of the grant application (June 2014), include costs for all equipment under the grant, and may to change after a competitive procurement.

Moyer, Michelle

From: Moyer, Michelle
Sent: Tuesday, February 10, 2015 9:55 AM
To: 'Sarro, John F.'
Subject: RE: CMLF Engine Repower MV Delaware Quarterly Report 1-31-15

Good morning John,

I've reviewed your quarterly report and just have a reminder or request from our conversation on 2/5/15 regarding the budget. I see that you noted there will be significant increase in costs for the project that will be covered by DRBA. Please send over a copy of a revised budget so we can include in the file. I know I sent over a copy of the approved workplan and budget that you can use as your reference. Please let me know if you have any questions. Thanks and have a great day.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Moyer, Michelle
Sent: Monday, February 09, 2015 3:30 PM
To: 'Sarro, John F.'
Subject: RE: CMLF Engine Repower MV Delaware Quarterly Report 1-31-15

Thanks John. I'll review and let you know if I have any questions. Enjoy your day.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Sarro, John F. [<mailto:john.sarro@drba.net>]
Sent: Monday, February 09, 2015 3:21 PM
To: Moyer, Michelle
Cc: Crawford, Travis L.; Creamer, Monica L.; Gillespie, James W.; Hoppenjans, David A.; Nadel, Joseph M.
Subject: CMLF Engine Repower MV Delaware Quarterly Report 1-31-15

Hello, Michelle. The subject is attached. Please let us know if you have any questions.

Many thanks.

John

This email and any files transmitted with it are the property of the Delaware River and Bay Authority. Their contents are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail and should discard it immediately.

Moyer, Michelle

From: Moyer, Michelle
Sent: Monday, February 09, 2015 3:30 PM
To: 'Sarro, John F.'
Subject: RE: CMLF Engine Repower MV Delaware Quarterly Report 1-31-15

Thanks John. I'll review and let you know if I have any questions. Enjoy your day.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

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Sent: Monday, February 09, 2015 3:21 PM
To: Moyer, Michelle
Cc: Crawford, Travis L.; Creamer, Monica L.; Gillespie, James W.; Hoppenjans, David A.; Nadel, Joseph M.
Subject: CMLF Engine Repower MV Delaware Quarterly Report 1-31-15

Hello, Michelle. The subject is attached. Please let us know if you have any questions.

Many thanks.

John

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Moyer, Michelle

From: Moyer, Michelle
Sent: Thursday, February 05, 2015 2:16 PM
To: 'Sarro, John F.'; 'david.hoppenjans@drba.net'
Subject: DRBA workplan
Attachments: DRBA_Delaware_Repower_DERA__17jun14.pdf; DRBA_Delaware_Repower_DERA__17jun14_revised_cover_25aug14.pdf; DRBA_sf_424_a_sec_FINAL.pdf

Good afternoon John and Dave.

As requested on our telephone call today I am forwarding over a copy of your workplan. You will see an initial application and also a revised coversheet attached. Please let me know if you have any questions.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

Moyer, Michelle

From: Moyer, Michelle
Sent: Tuesday, February 03, 2015 11:46 AM
To: 'Sarro, John F.'
Subject: RE: CMLF Engine Repower MV Delaware -- Grant 96333801

Good morning John,

Question for you. Did you submit your quarterly report for this grant? I know we had some correspondence on Friday and I thought part of that was the submission, but I can't seem to find the report. Am I just imaging it or did you submit? Thanks for your help. Enjoy your day.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Sarro, John F. [mailto:john.sarro@drba.net]
Sent: Thursday, January 29, 2015 12:00 PM
To: Moyer, Michelle
Subject: RE: CMLF Engine Repower MV Delaware -- Grant 96333801

Hi, Michelle. For the time being, on correspondence with Jim Gillespie, would you also please "cc" Dave Hoppenjans (Dave.Hoppenjans@DRBA.net) and me? Dave is the Authority's Assistant Chief Engineer. As always...302-571-6489 for any questions you may have.

Thanks.

John

From: Sarro, John F.
Sent: Thursday, January 29, 2015 11:44 AM
To: 'Moyer.Michelle@EPA.gov'
Subject: CMLF Engine Repower MV Delaware -- Grant 96333801

Hello, Michelle. Based on your voice message, I downloaded the attached report but still have some questions. Would you mind calling me directly at 302-571-6489 – or let me know the best time to reach you.

Many thanks.

John

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solely for the use of the individual or entity from whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail and should discard it immediately.

Moyer, Michelle

From: Moyer, Michelle
Sent: Thursday, January 29, 2015 12:31 PM
To: 'Sarro, John F.'
Subject: RE: CMLF Engine Repower MV Delaware -- Grant 96333801

Sure, I can also add you and Dave on email correspondence.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Sarro, John F. [mailto:john.sarro@drba.net]
Sent: Thursday, January 29, 2015 12:00 PM
To: Moyer, Michelle
Subject: RE: CMLF Engine Repower MV Delaware -- Grant 96333801

Hi, Michelle. For the time being, on correspondence with Jim Gillespie, would you also please "cc" Dave Hoppenjans (Dave.Hoppenjans@DRBA.net) and me? Dave is the Authority's Assistant Chief Engineer. As always...302-571-6489 for any questions you may have.

Thanks.

John

From: Sarro, John F.
Sent: Thursday, January 29, 2015 11:44 AM
To: 'Moyer.Michelle@EPA.gov'
Subject: CMLF Engine Repower MV Delaware -- Grant 96333801

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Many thanks.

John

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Moyer, Michelle

From: Moyer, Michelle
Sent: Thursday, January 22, 2015 9:00 AM
Subject: DERA Sept-Dec 2014 Qtr report due

Good morning.

This is just a friendly reminder that your quarterly reports are due by January 30th for your DERA grant for the work completed from Sept 2014-December 2014. Please let me know if you have any questions or will need additional time to complete. Thanks and have a great day.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

Moyer, Michelle

From: Moyer, Michelle
Sent: Tuesday, December 02, 2014 1:03 PM
To: 'Crawford, Travis L.'
Cc: 'Ferzetti, Victor A.'; 'Gehrke, Heath'; 'Gillespie, James W.'
Subject: RE: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Good afternoon Travis. I have reviewed your sole source justification request and approve. Let me know if you need anything else. Thanks and have a great day!

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Moyer, Michelle
Sent: Monday, December 01, 2014 8:56 AM
To: 'Crawford, Travis L.'
Cc: Ferzetti, Victor A.; Gehrke, Heath; Gillespie, James W.
Subject: RE: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Good morning Travis. I'm in receipt of your email and will take a look let you know if I have any questions or issues with the sole source request. Thanks and have a great day.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Crawford, Travis L. [<mailto:Travis.Crawford@DRBA.NET>]
Sent: Wednesday, November 26, 2014 1:08 PM
To: Moyer, Michelle
Cc: Ferzetti, Victor A.; Gehrke, Heath; Gillespie, James W.
Subject: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Michelle,

Please acknowledge your receipt of the attached correspondence and provide your response when available. Due to the size (20+ pages), I will not be mailing a paper copy of the attached unless you request. Thanks very much, Travis

Travis L. Crawford

Procurement and Contract Services Manager
Delaware River and Bay Authority
P.O. Box 71
New Castle, DE 19720
302-571-6353

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Moyer, Michelle

From: Roberts, Douglas
Sent: Tuesday, December 02, 2014 12:49 PM
To: Moyer, Michelle
Subject: RE: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Michelle- I have no problem with the justification and in any event, my approval is not needed.

Have a great day!

Doug Roberts
USEPA Region 3
Grants Specialist
Grants and Audit Management Branch

(215) 814-5279 Work
1650 Arch Street (3PM70)
Philadelphia, PA 19103-2029
roberts.douglas@epa.gov IM

From: Moyer, Michelle
Sent: Tuesday, December 02, 2014 11:26 AM
To: Roberts, Douglas
Subject: FW: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Good morning Doug.

Hope you had a wonderful Thanksgiving and were able to make it to your daughters place for the family gathering. Just a quick question for you. I received this sole source justification from DRBA and I would approve this, but I wasn't sure if this was something you would also need to approve. Thanks and enjoy your week.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Crawford, Travis L. [<mailto:Travis.Crawford@DRBA.NET>]
Sent: Wednesday, November 26, 2014 1:08 PM
To: Moyer, Michelle
Cc: Ferzetti, Victor A.; Gehrke, Heath; Gillespie, James W.
Subject: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Michelle,

Please acknowledge your receipt of the attached correspondence and provide your response when available. Due to the size (20+ pages), I will not be mailing a paper copy of the attached unless you request. Thanks very much, Travis

Travis L. Crawford
Procurement and Contract Services Manager
Delaware River and Bay Authority
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New Castle, DE 19720
302-571-6353

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Moyer, Michelle

From: Moyer, Michelle
Sent: Tuesday, December 02, 2014 1:03 PM
To: 'Crawford, Travis L.'
Cc: 'Ferzetti, Victor A.'; 'Gehrke, Heath'; 'Gillespie, James W.'
Subject: RE: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Good afternoon Travis. I have reviewed your sole source justification request and approve. Let me know if you need anything else. Thanks and have a great day!

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Moyer, Michelle
Sent: Monday, December 01, 2014 8:56 AM
To: 'Crawford, Travis L.'
Cc: Ferzetti, Victor A.; Gehrke, Heath; Gillespie, James W.
Subject: RE: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

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Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

From: Crawford, Travis L. [<mailto:Travis.Crawford@DRBA.NET>]
Sent: Wednesday, November 26, 2014 1:08 PM
To: Moyer, Michelle
Cc: Ferzetti, Victor A.; Gehrke, Heath; Gillespie, James W.
Subject: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Michelle,

Please acknowledge your receipt of the attached correspondence and provide your response when available. Due to the size (20+ pages), I will not be mailing a paper copy of the attached unless you request. Thanks very much, Travis

Travis L. Crawford

Procurement and Contract Services Manager
Delaware River and Bay Authority
P.O. Box 71
New Castle, DE 19720
302-571-6353

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Moyer, Michelle

From: Moyer, Michelle
Sent: Monday, December 01, 2014 8:56 AM
To: 'Crawford, Travis L.'
Cc: Ferzetti, Victor A.; Gehrke, Heath; Gillespie, James W.
Subject: RE: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

Good morning Travis. I'm in receipt of your email and will take a look let you know if I have any questions or issues with the sole source request. Thanks and have a great day.

Michelle Moyer

Radon Program Manager
Environmental Protection Agency
Air Protection Division, Office of Air Partnership Programs
1650 Arch Street (3AP50)
Philadelphia, PA 19103
215-814-2098
fax-215-814-2101

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Sent: Wednesday, November 26, 2014 1:08 PM
To: Moyer, Michelle
Cc: Ferzetti, Victor A.; Gehrke, Heath; Gillespie, James W.
Subject: EPA Assistance #DE-963338-01-0, Cape May-Lewes Ferry repower

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Travis L. Crawford
Procurement and Contract Services Manager
Delaware River and Bay Authority
P.O. Box 71
New Castle, DE 19720
302-571-6353

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Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Wednesday, November 19, 2014 4:06 PM
To: Moyer, Michelle
Cc: Febbo, carol
Subject: DRBA - Travis Cra(302)wford, Procurement

Hey Michelle,

Can you please give Travis a call at your convenience?

He is with DRBA and has questions regarding the overall grant process for the ferry repower.

(302) 571-6353

Thank you.

~~XXXX~~ Dec 8 11
06

Catherine L. Magliocchetti, MES
Quality of Work Life Project Manager
US EPA - Mid Atlantic Region
3DA00 - 1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov

Plant trees under whose shade you do not expect to sit.

-Procurement Mgr.

~~How~~ Hired engineering firm. Study on vessel
to determine correct engine for repower.
Came up w/ engine that meets
requirement

Sole source: Sent letter to me @
justification

20% ✓ EPA can approve on case by case

Send RFP for installation

Moyer, Michelle

From: Scott, Gail
Sent: Tuesday, October 28, 2014 2:09 PM
To: schaffer, joan; egan, patrick; Moyer, Michelle; Miller, Linda
Subject: RE: DERA grant event

I have a call into Jim Gillespie, the grantee, awaiting for dates. Thanks

From: schaffer, joan
Sent: Tuesday, October 28, 2014 12:16 PM
To: egan, patrick; Scott, Gail; Moyer, Michelle; Miller, Linda
Subject: DERA grant event

Pat/Gail/Michelle/Linda –

Re the DERA grant, last Thursday I asked Linda if she could find out from the elected officials if they had any availability the week of November 16 to join us in hosting the DERA grant event in Delaware. The electeds could NOT do it on the 12th or 13th – and we are unable to do it on the 14th – the dates proposed by the grantee.

I also asked Gail if she could check with the grantee for availability the week of Nov. 16.

Has anyone heard yet from either the grantee or the elected officials with any proposed dates? If so, please respond.

Thank you.

Joan

Joan T. Schafer, Senior Advisor
U.S. Environmental Protection Agency
Region 3 Office of Public Affairs
1650 Arch Street
Philadelphia, PA 19103
215-814-5143 (ph)
215-814-5102

Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Friday, September 26, 2014 1:15 PM
To: 'Gillespie, James W.'
Cc: 'Gehrke, Heath'; 'Walls, James H.'
Subject: RE: DERA Grant

Thank you very much for the quick response.
We are proceeding and will be in touch soon.
Cathy

*Catherine L. Magliocchetti, MES
Work Life Project Manager
US EPA – Mid Atlantic Region
3DA00 - 1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov*

Plant trees under whose shade you do not expect to sit.

From: Gillespie, James W. [<mailto:James.Gillespie@DRBA.net>]
Sent: Friday, September 26, 2014 12:56 PM
To: Magliocchetti, Catherine
Cc: Gehrke, Heath; Walls, James H.
Subject: RE: DERA Grant

Catherine,
Thanks for your concern. This was a minor incident as per USCG with damage only to pipe lagging. It in no way affects our going ahead with the repower project.
Thanks,
Jim

From: Magliocchetti, Catherine [<mailto:magliocchetti.catherine@epa.gov>]
Sent: Friday, September 26, 2014 12:24 PM
To: Gillespie, James W.
Cc: Febbo, carol
Subject: DERA Grant

Hello Jim,

There has been some discussion here in the Regional office regarding the news about the fire on the M/V Delaware. In your estimation, is the damage from the fire that was reported in the news today in any way going to compromise your ability to move forward with the grant?
Thanks for your response,
Cathy

*Catherine L. Magliocchetti, MES
Work Life Project Manager
US EPA – Mid Atlantic Region
3DA00 - 1650 Arch Street
Philadelphia, PA 19103*

215.814.2174

magliocchetti.catherine@epa.gov

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Moyer, Michelle

From: Gillespie, James W. <James.Gillespie@DRBA.net>
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To: Magliocchetti, Catherine
Cc: Gehrke, Heath; Walls, James H.
Subject: RE: DERA Grant

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215.814.2174
magliocchetti.catherine@epa.gov*

Plant trees under whose shade you do not expect to sit.

Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Wednesday, September 17, 2014 10:00 AM
To: 'Gillespie, James W.'
Subject: Intergovernmental review from Cape May - additional info

Jim,
Please see below from our grants contact.

*Catherine L. Magliocchetti, MES
Chemical Engineer, Air Protection Division
US EPA REGION III
3AP50
1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov*

Plant trees under whose shade you do not expect to sit.

From: Roberts, Douglas
Sent: Tuesday, September 16, 2014 12:10 PM
To: Krall, Paula
Cc: Magliocchetti, Catherine
Subject: RE: Revised SF-424 form

They can also call the POC in Cape May County. According to Region 2 they will accept it electronically. Additionally they could also drop off a copy since the ferry terminal is located just a few miles from the county courthouse. The project manager actually lives quite close to the county courthouse according to his resume.

Doug Roberts

USEPA Region 3
Grants Specialist
Grants and Audit Management Branch

(215) 814-5279 Work
1650 Arch Street (3PM70)
Philadelphia, PA 19103-2029
roberts.douglas@epa.gov IM

Moyer, Michelle

From: Gillespie, James W. <James.Gillespie@DRBA.net>
Sent: Wednesday, September 17, 2014 7:55 AM
To: Magliocchetti, Catherine
Subject: FW: DERA FY14 Competitive Grant application
Attachments: EPA forms signed DRBA.pdf

Catherine,
Please find signed forms as requested.
Thanks,
Jim

From: Crawford, Travis L.
Sent: Tuesday, September 16, 2014 4:38 PM
To: Gillespie, James W.
Cc: Walls, James H.
Subject: RE: DERA FY14 Competitive Grant application

Jim,

Please find the attached signed forms for you to send to EPA. Thanks, Travis

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Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Tuesday, September 16, 2014 2:55 PM
To: Gillespie, James W.
Cc: Febbo, carol
Subject: RE: Repower application for the Cape May Ferry

Thank you, Jim.
Much appreciated.

From: Gillespie, James W.
Sent: Tuesday, September 16, 2014 1:38 PM
To: Magliocchetti, Catherine
Cc: Crawford, Travis L.; Walls, James H.
Subject: FW: Repower application for the Cape May Ferry
[FYI \(see email below\)](#)
[Also, My boss wants to review the four forms and submit tomorrow.](#)

From: Gimeno, Leslie [<mailto:lgimeno@co.cape-may.nj.us>]
Sent: Tuesday, September 16, 2014 12:32 PM
To: Gillespie, James W.
Subject: RE: Repower application for the Cape May Ferry
[Got it – thank you.](#)
[I'll review and will let you know if I have any comments.](#)
[Thank you!](#)
[-Leslie](#)
[Leslie L. Gimeno, PP, AICP, MPA](#)
[Planning Director](#)
[Cape May County Planning Department](#)
[4 Moore Road, Cape May Court House, NJ 08210](#)
[tel: 609 465-6875 / fax: 609 465-1418](#)

From: Gillespie, James W. [<mailto:James.Gillespie@DRBA.net>]
Sent: Tuesday, September 16, 2014 12:20 PM
To: Gimeno, Leslie
Cc: Magliocchetti.catherine@Epa.gov; Crawford, Travis L.; Gehrke, Heath
Subject: Repower application for the Cape May Ferry
Leslie,
Here is the project application for repowering one ferry vessel.
Attached is the revised cover page with the corrected request amount of \$975,000.
Thanks,
Jim Gillespie

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Moyer, Michelle

From: Gillespie, James W. <James.Gillespie@DRBA.net>
Sent: Tuesday, September 16, 2014 12:20 PM
To: 'LGimeno@Co.Cape-May.nj.us'
Cc: Magliocchetti, Catherine; Crawford, Travis L.; Gehrke, Heath
Subject: Repower application for the Cape May Ferry
Attachments: DRBA_Delaware_Repower_DERA__17jun14.pdf; DRBA_sf_424_a_sec_FINAL.pdf;
DRBA_Delaware_Repower_DERA__17jun14_revised_cover_25aug14.pdf

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Moyer, Michelle

From: Gillespie, James W. <James.Gillespie@DRBA.net>
Sent: Tuesday, September 16, 2014 1:39 PM
To: Magliocchetti, Catherine
Cc: Crawford, Travis L.; Walls, James H.
Subject: FW: Repower application for the Cape May Ferry

FYI (see email below)

Also, My boss wants to review the four forms and submit tomorrow.

From: Gimeno, Leslie [mailto:lgimeno@co.cape-may.nj.us]
Sent: Tuesday, September 16, 2014 12:32 PM
To: Gillespie, James W.
Subject: RE: Repower application for the Cape May Ferry

Got it – thank you.
I'll review and will let you know if I have any comments.
Thank you!
-Leslie

Leslie L. Gimeno, PP, AICP, MPA
Planning Director
Cape May County Planning Department
4 Moore Road, Cape May Court House, NJ 08210
tel: 609 465-6875 / fax: 609 465-1418

From: Gillespie, James W. [mailto:James.Gillespie@DRBA.net]
Sent: Tuesday, September 16, 2014 12:20 PM
To: Gimeno, Leslie
Cc: Magliocchetti.catherine@Epa.gov; Crawford, Travis L.; Gehrke, Heath
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Moyer, Michelle

From: Gillespie, James W. <James.Gillespie@DRBA.net>
Sent: Tuesday, September 16, 2014 12:09 PM
To: Magliocchetti, Catherine
Subject: RE: Revised SF-424 form

Kathy,
Shall I send them the entire application?
Jim

From: Magliocchetti, Catherine [mailto:magliocchetti.catherine@epa.gov]
Sent: Tuesday, September 16, 2014 12:05 PM
To: Gillespie, James W.
Subject: FW: Revised SF-424 form

Thanks, Jim.
One more inquiry from our grants division.
See below.

From: Roberts, Douglas
Sent: Tuesday, September 16, 2014 11:59 AM
To: Magliocchetti, Catherine
Cc: Krall, Paula; Blinbury, Kathleen; Febbo, carol
Subject: RE: Revised SF-424 form

Cathy- Intergovernmental Review is required by all jurisdictions effected by a project. The applicant may have its headquarters in Delaware, however the organization subdivision operating the ferry is located in NJ. The ferry being retrofitted docks in Lower Township, NJ, which is in Cape May County, as well as Lewes, DE. NJ does not have a SPOC, so the application is to be provided to the designated contact in each county. This is the contact for Cape May County :

CAPE MAY

Ms. Leslie L. Gimeno, PP, AICP
Planning Director
Cape May Planning Dept
4 Moore Road, DN-309
Cape May Court House, NJ 08210
Tel. (609) 465-6875
Fax (609) 463-0347
E-mail: LGimeno@Co.Cape-May.nj.us
Teller@co.cape-may.nj.us
***Will accept electronic project proposals**

Doug Roberts

USEPA Region 3
Grants Specialist
Grants and Audit Management Branch

(215) 814-5279 Work
1650 Arch Street (3PM70)
Philadelphia, PA 19103-2029
roberts.douglas@epa.gov IM

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Moyer, Michelle

From: Gillespie, James W. <James.Gillespie@DRBA.net>
Sent: Monday, September 15, 2014 11:58 AM
To: Magliocchetti, Catherine
Subject: RE: DERA FY14 Competitive Grant application

No problem - I sent the forms to our Contracts administrator.

From: Magliocchetti, Catherine [mailto:magliocchetti.catherine@epa.gov]
Sent: Monday, September 15, 2014 11:53 AM
To: Gillespie, James W.
Cc: Gehrke, Heath; Crawford, Travis L.
Subject: RE: DERA FY14 Competitive Grant application

Thank you. Appreciate your agreement.

As to the other info requests, I again apologize for the fire drill.
One applicant dropped out and it is wreaking havoc on our funds management.

Catherine L. Magliocchetti, MES
Chemical Engineer, Air Protection Division
US EPA REGION III
3AP50
1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov

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From: Gillespie, James W. [mailto:James.Gillespie@DRBA.net]
Sent: Monday, September 15, 2014 11:50 AM
To: Magliocchetti, Catherine
Cc: Gehrke, Heath; Crawford, Travis L.
Subject: RE: DERA FY14 Competitive Grant application

Catherine,
It is OK to make the change but we will probably be asking for an extension at some point.
Thanks,
Jim

From: Magliocchetti, Catherine [mailto:magliocchetti.catherine@epa.gov]
Sent: Monday, September 15, 2014 11:33 AM
To: Gillespie, James W.
Cc: wentworth, ellen; Febbo, carol
Subject: RE: DERA FY14 Competitive Grant application

Jim,

One additional note that I need you to acknowledge before we can make the award.

Item 17 of the SF424 lists the proposed start and end dates as **1/1/15 through 12/31/15**. In order to align with our fiscal year, I need to do a 'pen & ink' change to your application to make the new dates **10/1/14 through 9/30/15**. (We can always discuss no-cost time extensions if needed, when or if, relevant, during your grant period.)

Please let me know via email that you are agreeable to the revised timeline.
Thank you.

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From: Magliocchetti, Catherine
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To: 'Gillespie, James W.'
Cc: wentworth, ellen; Febbo, carol
Subject: DERA FY14 Competitive Grant application

Hello Jim,

Good news -- your award priority has moved up for us, due to unforeseen circumstances with another grantee. That is both good news, and a fire drill.

It would be of great assistance to my office to receive these four forms back with a very short turnaround time. We are looking to finalize documentation for your award by tomorrow am. I do apologize for the very short notice and appreciate your time.
I will call you to discuss this afternoon.

Thank you.
Cathy

[Assurances - Non Construction Programs \(SF 424B\)](#) [pdf, 1 page]

[Key Contacts Form \(Form 5700-54\)](#) [pdf, 1p, 132k]

[Pre-Award Compliance Review Report for All Applicants and Recipients Requesting Federal Financial Assistance \(Form 4700-4\)](#) [2pp, 239k]

[Certification Regarding Lobbying](#) [1p, 431k]

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Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Tuesday, September 16, 2014 8:51 AM
To: 'Gillespie, James W.'
Cc: Febbo, carol
Subject: RE: DERA FY14 Competitive Grant application

Hello Jim,

If there is anything we can do to assist your Contracts administrator, please let us know.

We need to have our grants folks sign off on these requirements very soon. Today, if possible, so that we can award this money by September 30.

Thank you.

*Catherine L. Magliocchetti, MES
Chemical Engineer, Air Protection Division
US EPA REGION III
3AP50
1650 Arch Street
Philadelphia, PA 19103
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Cc: Gehrke, Heath; Crawford, Travis L.
Subject: RE: DERA FY14 Competitive Grant application

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Thanks,
Jim

From: Magliocchetti, Catherine [<mailto:magliocchetti.catherine@epa.gov>]
Sent: Monday, September 15, 2014 11:33 AM
To: Gillespie, James W.
Cc: wentworth, ellen; Febbo, carol
Subject: RE: DERA FY14 Competitive Grant application

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Please let me know via email that you are agreeable to the revised timeline.
Thank you.

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From: Magliocchetti, Catherine
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To: 'Gillespie, James W.'
Cc: wentworth, ellen; Febbo, carol
Subject: DERA FY14 Competitive Grant application

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Moyer, Michelle

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Cc: 'Gehrke, Heath'; 'Crawford, Travis L.'
Subject: RE: DERA FY14 Competitive Grant application

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Sent: Monday, September 15, 2014 11:50 AM
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It would be of great assistance to my office to receive these four forms back with a very short turnaround time. We are looking to finalize documentation for your award by tomorrow am. I do apologize for the very short notice and appreciate your time.
I will call you to discuss this afternoon.

Thank you.
Cathy

[Assurances - Non Construction Programs \(SF 424B\)](#) [pdf, 1 page]

[Key Contacts Form \(Form 5700-54\)](#) [pdf, 1p, 132k]

[Pre-Award Compliance Review Report for All Applicants and Recipients Requesting Federal Financial Assistance \(Form 4700-4\)](#) [2pp, 239k]

[Certification Regarding Lobbying](#) [1p, 431k]

Catherine L. Magliocchetti, MES
Chemical Engineer, Air Protection Division
US EPA REGION III
3AP50
1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov

Plant trees under whose shade you do not expect to sit.

This email and any files transmitted with it are the property of the Delaware River and Bay Authority. Their contents are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail and should discard it immediately.

Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Monday, September 15, 2014 11:33 AM
To: 'Gillespie, James W.'
Cc: wentworth, ellen; Febbo, carol
Subject: RE: DERA FY14 Competitive Grant application

Jim,

One additional note that I need you to acknowledge before we can make the award.

Item 17 of the SF424 lists the proposed start and end dates as **1/1/15 through 12/31/15**. In order to align with our fiscal year, I need to do a 'pen & ink' change to your application to make the new dates **10/1/14 through 9/30/15**. (We can always discuss no-cost time extensions if needed, when or if, relevant, during your grant period.)

Please let me know via email that you are agreeable to the revised timeline.
Thank you.

*Catherine L. Magliocchetti, MES
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1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov*

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From: Magliocchetti, Catherine
Sent: Monday, September 15, 2014 11:28 AM
To: 'Gillespie, James W.'
Cc: wentworth, ellen; Febbo, carol
Subject: DERA FY14 Competitive Grant application

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Cc: wentworth, ellen; Febbo, carol
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magliocchetti.catherine@epa.gov

Plant trees under whose shade you do not expect to sit.

Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Thursday, August 28, 2014 1:38 PM
To: 'Gillespie, James W.'
Subject: RE: Revised SF-424 form

Thank you.

*Catherine L. Magliocchetti, MES
Chemical Engineer, Air Protection Division
US EPA REGION III
3AP50
1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov*

Plant trees under whose shade you do not expect to sit.

From: Gillespie, James W. [<mailto:James.Gillespie@DRBA.net>]
Sent: Thursday, August 28, 2014 1:35 PM
To: Magliocchetti, Catherine
Subject: Revised SF-424 form

Cathy,
Attached is the revised SF-424 form as requested in your 8/25/14 e-mail.
Also attached is E-mail to State of Delaware with State SAI number. A copy of the grant has been sent to the State of Delaware with the SAI #2014-08-28-01.
Thanks,
Jim Gillespie

From: cmadmin@drba.net [<mailto:cmadmin@drba.net>]
Sent: Thursday, August 28, 2014 1:25 PM
To: Gillespie, James W.
Subject: Attached Image

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Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Tuesday, August 26, 2014 12:52 PM
To: Gillespie, James W.
Cc: Febbo, carol
Subject: RE: DERA FY14 Competitive Grant application

Jim,
Some additional information.
When you request the Intergovernmental Review, please ask for "Expedited Review."
If you have questions, we can talk tomorrow morning.
Cathy

From: Gillespie, James W.
Sent: Tuesday, August 26, 2014 9:06 AM
To: Magliocchetti, Catherine
Subject: DERA FY14 Competitive Grant application
Cathy,
Here is the letter of substantiation signed.
Working on the other items – will send soon.
Thanks,
Jim



To: Gillespie, James W.
Subject: Attached Image

From: cmadmin@drba.net [mailto:cmadmin@drba.net]
Sent: Tuesday, August 26, 2014 8:23 AM

Cape May/Lewes Ferry
Post Office Box 827
N. Cape May, New Jersey 08204
(609)889-7250
(609)886-1021 Fax
James.Gillespie@drba.net

This email and any files transmitted with it are the property of the Delaware River and Bay Authority. Their contents are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail and should discard it immediately.

Moyer, Michelle

From: Magliocchetti, Catherine
Sent: Monday, August 25, 2014 2:26 PM
To: 'Gillespie, James W.'
Subject: DERA FY14 Competitive Grant application

Hello Jim,

Sorry I missed you today. I wanted to get you this info quickly, so I will send along and then we can follow up with a phone call on Wednesday, if needed. (I'm out tomorrow).

Our office is continuing to process this award and potentially prepare for selection of the project.

While we are working expeditiously on preparing for this assistance award, we are still pre-decisional until all internal final paperwork is completed.

To your specific question, I anticipate we are between a 30-45 day window for the award itself. I should be able to give you a better estimate after Labor Day.

To that end, we have a few housekeeping items that require your attention:

- 1) Item 19 of the SF-424 is in reference to Intergovernmental Review of this project.

This program is covered by E.O. 12372, and we will need you to submit a revised SF-424 with check box "a" selected, along with the date the application will be made available to the state for review. Here is a copy of the Intergovernmental Review process: <http://www.epa.gov/Region3/grants/2013AppKit.pdf>

I can attempt to address specific concerns you may have, if this is your first go-around with Intergovernmental review. Our grants folks will also be able to address questions on how this works.

- 2) The June 13 letter from you to me, regarding Substantiation and Mandated Measures Justification is provided in the original application, however, the copy I have is not signed by you. Can you please send me a pdf of a signed copy of that letter, or you can mail me a hardcopy if you prefer?
- 3) The cover page of the workplan states that the EPA Funds Requested are in the amount of \$875,000. Can you please correct that to \$975,000.00, as requested on the SF-424 and resend to me?

Thanks,
Cathy

*Catherine L. Magliocchetti, MES
Chemical Engineer, Air Protection Division
US EPA REGION III
3AP50
1650 Arch Street
Philadelphia, PA 19103
215.814.2174
magliocchetti.catherine@epa.gov*

Plant trees under whose shade you do not expect to sit.

Magliocchetti, Catherine

From: Magliocchetti, Catherine
Sent: Monday, August 25, 2014 2:43 PM
To: Magliocchetti, Catherine
Subject: FW: Green Light - DRBA
Attachments: R3 - Mandated Measures -Delaware River and Bay 2014.docx; Region 3 - DRBA - FY14 Tech Review.docx

Memo to the file:
See below...

From: Swift, Faye
Sent: Monday, July 21, 2014 3:07 PM
To: Magliocchetti, Catherine
Subject: Green Light - DRBA

Your proposed selection of Delaware River and Bay Authority for the 2014 National Clean Diesel Funding Assistance Program has been reviewed by OTAQ and approved for funding. You may now move forward with notifying applicants of their status, and begin workplan negotiations with your selected applicants.

During the technical review of your selected proposals a few issues may have been identified. Please see the attached technical review forms for specific comments or issues that need to be addressed during the workplan negotiation phase. Workplans and Fleet Descriptions should be amended to address these issues, where necessary. If you have questions, please work with your Regional Liaison. The technical review form should be added to the official grant file for the project.

In addition to any specific issues identified in the technical review, you should also take this opportunity to negotiate improvements to the workplan where weakness were identified during the evaluation process. Specifically:

- Proposals which include repowers and replacements must include a detailed discussion of the fleet owner's normal attrition schedule and how the proposed emission reductions are not a result of vehicle/equipment replacements or repowers that would have occurred through normal attrition/fleet turnover within three years of the project start date. The Terms and Conditions of their award agreement will state, "For projects involving vehicle/equipment replacement and repowers the recipient must provide in the final report: 1) Evidence that the replacement activity is an "early replacement," and would not have occurred through normal attrition/fleet turnover (i.e. without the financial assistance provided by EPA) within three years of the project period start date. Supporting evidence can include verification that the vehicles or equipment being replaced have useful life left and fleet characterization showing fleet age ranges and average turnover rates per the vehicle or fleet owner's budget plan, operating plan, standard procedures, or retirement schedule." However, it is important to address this on the front end rather than the tail end of the project.

NOTE: This item is addressed on pages 4 and 5 of the workplan. Target vessel has a remaining useful life in excess of 10years, although 10 years was used for estimating lifetime emission reduction values.

- Proposals which include repowers and replacements must include a discussion of proper scrappage.

NOTE: Fully and properly discussed on page 5 of the workplan.

- Proposals which include repowers and replacements are not allowed horsepower increases of more than 10 percent without sufficient justification and written approval from the EPA Project Officer prior to purchase.

NOTE: Horsepower will actually decrease (see fleet sheet).

- Specific outputs and outcomes should be included. In addition, applicants must describe what performance measures will be used to track, measure and report progress toward achieving the expected outputs and outcomes and how the results of the project will be evaluated.

NOTE: Specific outputs and outcomes are included on page 5 and 6 of the workplan.

- Applicants must **itemize** costs in the budget.

NOTE: Itemized budget is included on page 10 of the workplan.

- If EPA accepts and offer for a voluntary cost-share or overmatch, the cost-share must be included on the SF424 and SF 424A.

NOTE: Cost share is included as required.

Faye Swift

DERA Grants & Policy Team Leader
202-343-9147

US EPA Transportation & Climate Division
...Driving Innovation in Clean Transportation

From: Swift, Faye
Sent: Thursday, July 17, 2014 3:38 PM
To: Magliocchetti, Catherine
Subject: Green Light - Virginia Port Authority

The technical review of this proposal has been completed and you may move forward with funding this award

Faye Swift

DERA Grants & Policy Team Leader
202-343-9147

US EPA Transportation & Climate Division
...Driving Innovation in Clean Transportation

National Clean Diesel Funding Assistance Program Mandated Measures Review Form

Reviewer's Name: Alan Stout

Date: July 18, 2014

Applicant and Project Title:

Delaware River and Bay Authority

Marine Engine Repower of a Ferry Vessel – M/V Delaware

DRIVER Applicant ID:

DOES THE APPLICANT CLEARLY DEMONSTRATE THAT:

- a. the target locomotives and/or marine engines are exempt from the requirements of EPA's locomotive and marine rule; or
- b. emission reductions funded with EPA funds will be implemented prior to the effective date of any applicable requirements under the rule; and/or
- c. emission reductions funded with EPA funds will not be used to satisfy any applicable requirements under the rule, but instead are in excess of (above and beyond) those required by the applicable mandate.

(b) (5)

National Clean Diesel Funding Assistance Program Technology Review Form

Reviewer's Name: Faye Swift

Date: 21 July 2014

Applicant and Project Title: Delaware Bay

DRIVER Applicant ID:

DESCRIBE THE TECHNOLOGY ASSESSMENT OF THE PROJECT. Your answer may include, but is not limited to answers to the following questions:

- Are the technologies proposed verified by EPA/CARB and applicable for the vehicle/equipment/engine proposed?
- Will the replacement/repower reduce emissions (note new model years or higher tier levels does not necessarily mean cleaner engines)?

(b) (5)

DOES THIS PROJECT WARRANT A REVIEW BY THE VERIFICATION TEAM? ☐ YES ☐ NO
IF YES, PLEASE DESCRIBE OUTCOME OF THE REVIEW.

**U. S. Environmental Protection Agency
National Clean Diesel Funding Assistance Project Report**

Grant Recipient	Delaware River & Bay Authority
Grant #	DE-963338-01-0
Reporting Period	10/1/14 to 12/31/14

Table 1. Rate of Expenditure. Record all funds expended for each budget category.

	Federal Funds Expended this Reporting Period	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period	Cumulative Federal Funds Expended	Cumulative Cost-Share Expended	Cumulative Additional Leveraged Funds Expended
Personnel						
Fringe Benefits						
Travel						
Equipment						
Supplies						
Contractual						
Other						
Indirect Charges						
TOTALS	0	0	0	0	0	0

Table 2. Narrative Responses

Question	Answer
In addition to any purchases and installations reflected in the Project Fleet Description, what actual accomplishments occurred during the reporting period?	Completed Engine Selection Analysis. Design for the motor vessel repowering is underway.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	Ahead of schedule: Anticipate motor/gear acquisition by November 2015 with projected installation complete by <u>May</u> vs December 2016.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives?	On schedule
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	na
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 1 above, identify the source of the funds.	Projected costs will be higher than originally programed based on current estimates. Motors - \$1,771,532, Gears - \$912,500, Installation \$1,800,000. DRBA funding accommodates these costs. ✓ - Request revised budget

Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	na
Have any vehicles in this project changed from the original workplan? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	no
Have there been any major personnel changes during this reporting period?	no
Did any public relations events regarding this grant take place during the reporting period?	no
Are you using websites or other tools used to relay information about this grant to the public?	no
What project activities are planned for the next reporting period?	Complete design and begin motor and reduction gear fabrication.
Do you have any other comments or feedback?	na



Project 1 Information Grant # DE-563338-01-0 Reporting Period 10/1/14 to 12/31/14 Organization: Fishmans Contact Name: James Address: Port of New Orleans City: New Orleans State: LA Zip Code: 70112 Phone: (504) 586-7250 Fax: (504) 586-7250 Email: james@fishmans.org Website: www.fishmans.org									
Project 2 Information Project Name: Marine Vessels Project Description: Marine Vessels Project Location: New Orleans, LA Project Start Date: 10/1/14 Project End Date: 12/31/14 Project Manager: James Project Sponsor: Fishmans									

Project 1 Information										Project 2 Information									
Organization	Project Name	Project Description	Project Location	Project Start Date	Project End Date	Project Manager	Project Sponsor	Project Budget	Project Status	Organization	Project Name	Project Description	Project Location	Project Start Date	Project End Date	Project Manager	Project Sponsor	Project Budget	Project Status
Fishmans	Marine Vessels	Marine Vessels	New Orleans, LA	10/1/14	12/31/14	James	Fishmans	\$1,157,000	Active	Fishmans	Marine Vessels	Marine Vessels	New Orleans, LA	10/1/14	12/31/14	James	Fishmans	\$1,157,000	Active
Port of New Orleans	Marine Vessels	Marine Vessels	New Orleans, LA	10/1/14	12/31/14	James	Port of New Orleans	\$1,157,000	Active	Port of New Orleans	Marine Vessels	Marine Vessels	New Orleans, LA	10/1/14	12/31/14	James	Port of New Orleans	\$1,157,000	Active

Current Vessel Information										New Vessel/Technology Information									
Vessel Name	Vessel Type	Engine Make	Engine Model	Engine Year	Engine Power (HP)	Current Tier Level	Current Fuel Type	Current Fuel Consumption (GPH)	Current Fuel Cost (\$/GAL)	Current Fuel Cost (\$/HOUR)	Current Fuel Cost (\$/DAY)	Current Fuel Cost (\$/MONTH)	Current Fuel Cost (\$/YEAR)	Current Fuel Cost (\$/LIFE)	Current Fuel Cost (\$/TON)	Current Fuel Cost (\$/TON-MILE)	Current Fuel Cost (\$/TON-100MILES)	Current Fuel Cost (\$/TON-1000MILES)	Current Fuel Cost (\$/TON-10000MILES)
Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels

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Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels	Marine Vessels



Document Review

Compass Document: GO DE96333801

02/10/15

Document Summary: [General Ledger Entries](#)

Doc Type: GO

Doc No: DE96333801

Vendor Code: 516000389A V

IGMS Grant No: 96333801-0

IGMS Budget Start Date: 10/01/2014

IGMS Budget End Date: 09/30/2015

IGMS Project Start Date: 10/01/2014

IGMS Project End Date: 09/30/2015

Order Date: 09/30/14

Closed Date:

Servicing Finance Office: LVFC

Order Amount: \$975,000.00

Net Paid Amount:

Closed Amount: \$0.00

Available Amount: \$975,000.00

Vendor: DELAWARE RIVER & BAY AUTHORITY

Vendor Legal Name: DELAWARE RIVER & BAY AUTHORITY

Alternate Vendor:

Description:

Extended Description:

Document Details: [Expand](#)

Line#	Line Amt	Expended Amt	Closed Amt	Refunded Amt	Available Amt	BFY	Fund	Org	Program	Project	FOC	CostOrg	Comments	Extended Desc
1	\$780,152.00	\$0.00	\$0.00	\$0.00	\$780,152.00	2014	E4	03M1	102AH4	n/a	4122		RQ1403MH0043	Amend0
2	\$194,848.00	\$0.00	\$0.00	\$0.00	\$194,848.00	2013	E4	03M1	102AH4	n/a	4122		RQ1403MH0043	Amend0

Document Activity:

Date	Ref Amount	Related Document	Direction	Date	Ref Amount	Related Document	Date	Ref Amount	Related Document
09/30/2014	\$975,000.00	RO 1403MH0043	Back						

[Warehouse Homepage](#)[EPA@Work Home](#) | [EPA Internet](#)https://V1742TRTAY003.aa.ad.epa.gov/neis/grant_web.grant_result

This web page was last updated on 08/11/2012.

For issues, please contact: The OCFO Sytem Help Desk - OCFO-System-Help@epa.gov or (202) 564-OCFO (6236)

DRBA Event Materials

Washburn

Washburn

Moyer, Michelle

From: Seneca, Roy
Sent: Monday, January 05, 2015 7:18 AM
To: Garvin, Shawn; Ryan, Daniel; D'Andrea, Michael; White, Terri-A; schaffer, joan; Miller, Linda; Johansen, Amy; egan, patrick; Arnold, David; Febbo, carol; Moyer, Michelle; Magliocchetti, Catherine; Goold, Megan
Subject: Press of Atlantic City (12-25) Cape May ferry full steam ahead on new engines

http://www.pressofatlanticcity.com/communities/lower_capemay/cape-may-ferry-full-steam-ahead-on-new-engines/article_a05fc46c-8c70-11e4-b60d-77ba1c93d73a.html

Cape May ferry full steam ahead on new engines

Posted: Friday, December 26, 2014 8:15 am

By RICHARD DEGENER Staff Writer

LOWER TOWNSHIP — They make lighter marine diesel engines these days that burn cleaner, use less fuel, require less maintenance and can even be converted to run on natural gas.

Jim Gillespie knows this. As the port engineer at the Cape May-Lewes Ferry, Gillespie also knows the time has come to begin phasing out the old Fairbanks Morse engines that have run the ferry boats since they switched over from steamships decades ago.

The Fairbanks Morse engines were designed in 1938 for locomotives and also powered World War II submarines.

Gillespie understands the sound reasoning. Still, he has the utmost respect for the old Fairbanks Morse power plants.

"This is B-17 bomber technology. I'd like to keep at least one of these engines on display in the parking lot," Gillespie said.

Maybe it was just to make Gillespie feel better, but ferry spokesman Jim Salmon immediately supported the idea of a display.

Director of Ferry Operations Heath Gehrke felt his own tinge of sadness about the end of an era but was resigned to the move.

"The time has come," he said.

The ferry service that has four vessels plying the Delaware Bay to link New Jersey and Delaware had been toying with idea of ordering new boats.

"The new ones are \$40 million to \$50 million. It takes a lot of capital to do that," Gehrke said.

Enter the U.S. Environmental Protection Agency, which has grant money under the Diesel Emission Reduction Act to help install cleaner-burning engines. The EPA offered a \$975,000 grant toward a \$3.1 million project to

install two new engines in the N Delaware, a vessel that dates to 1974 and is powered by a Fairbanks Morse model dating to 1938.

The work would be done when the vessel is dry-docked for normal maintenance beginning in November 2015, and other boats could follow in the years they are scheduled for dry-docking.

While the exact new model has not been picked out yet, preliminary estimates are that it will reduce diesel fuel use by 39,600 gallons a year while cutting carbon dioxide emissions by 443 tons, nitrogen oxide emissions by 39.7 tons and particulate matter by nearly half a ton, for an overall 40 percent reduction in toxic emissions. The Fairbanks Morse engines did not meet today's emission requirements, but they are grandfathered at the old levels.

"The benefits of upgrading engines on the Cape May-Lewes Ferry will help us combat climate change and benefit local air quality equivalent to removing emissions from 12 diesel tractor trailer trucks," said EPA Regional Administrator Shawn M. Garvin.

Gehrke, noting the hulls on all four boats are still in excellent shape, said repowering was always a possibility. The ferry welcomed the grant.

"We talked about repowering. The engines in these ferries are old technology, to say the least. The EPA grant program set it in motion. We think we can get another 20 years out of the hull," he said.

The fuel savings are not huge for an operation that burns more than 1 million gallons of diesel fuel a year. The bigger savings, \$130,000 per vessel per year, is expected to be in less maintenance work.

The Fairbanks Morse engines are old and are constantly being rebuilt.

"They have about 100,000 hours, which is equal to 1.5 million miles, on these engines," Salmon said.

They are rebuilt by ferry workers every 10,000 hours, while new engines would need an overhaul every 30,000 hours.

The ferry keeps a huge stockpile of parts and sometimes fabricates its own parts to keep the eight engines — two per ferry — running. Gehrke said they have even invented specialized tools just to work on the engines. They constantly help others still running them.

"If somebody has a problem with a Fairbanks Morse, they call us," Salmon said.

With 12 cylinders per engine, two pistons per cylinder, they weigh in at 85,000 pounds. A modern engine will likely have eight cylinders and weigh about 35,000 pounds.

The weight difference alone will make the ferry boat rise another inch out of the water and possibly reduce the ballast chain required.

Another benefit is the Fairbanks Morse engines, because of their age, were being babied. Crossings that used to take an hour now take 70 minutes.

"The new ones will come in handy to make up time. It will provide us the ability to stay on schedule and gives us more maneuverability," Gehrke said.

Some ferry services are experimenting with natural gas, and this is being watched closely here. The intention is to select a diesel engine that can be easily converted to natural gas in the future.

Depending on how the project works out, repowering could be done in the future on the MV Cape Henlopen built in 1981 and MV New Jersey built in 1975. The MV Twin Capes is only used during the summer and is currently for sale.

Gehrke said they have already applied for the next round of EPA funding. The MV New Jersey is scheduled to be dry-docked in 2017. The vessel has to be out of the water because a hole is cut in the side of the boat to take out the old engine and put the new one in.

It's a lot of work, but U.S. Sen. Tom Carper, D-Del., who co-authored the Diesel Emissions Reduction Act, said each \$1 invested brings \$13 in health and economic benefits.

"The changes made to these ferry engines will be a breath of fresh air for the folks that live here in Lewes and in New Jersey," he said.

Besides, the public can always get a glimpse of the old dinosaur that once ran trains, submarines and ferry boats if Gillespie gets his way and one is put on display.

3

3

Moyer, Michelle

From: Seneca, Roy
Sent: Monday, January 05, 2015 8:45 AM
To: Garvin, Shawn; Ryan, Daniel; D'Andrea, Michael; White, Terri-A; schaffer, joan; Miller, Linda; Johansen, Amy; egan, patrick; Arnold, David; Febbo, carol; Moyer, Michelle; Magliocchetti, Catherine; Goold, Megan
Subject: Delaware Cape Gazette (1-5) Ferry to replace old diesel engines

Ferry to replace old diesel engines

EPA grant helps DRBA reduce emissions, improve air quality

By Nick Roth | Jan 05, 2015

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Photo by: Nick Roth In the bowels of the M/V Delaware, Cape May-Lewes Ferry Director of Operations Heath Gehrke talks with Environmental Protection Agency Mid-Atlantic Regional Administrator Shawn M. Garvin about the 40-year-old diesel engines. The EPA recently awarded a nearly \$1 million grant to aid the Delaware River and Bay Authority in replacing the engines and in turn reducing emissions. The project is expected to cost about \$3 million.

Lewes — The Delaware River and Bay Authority is taking steps to make the Cape May-Lewes Ferry a greener operation.

A grant worth nearly \$1 million has been awarded to the DRBA by the Environmental Protection Agency to repower two diesel propulsion engines in the M/V Delaware with EPA-certified engines.

The existing diesel engines have been in operation for 40 years; they are the same type of engines used in World War II submarines. Ferry Director of Operations Heath Gehrke said he expects work to begin in winter 2015-16 to replace the engines in just one of its four vessels.

"We've known we wanted to replace these engines for quite some time, but sometimes it just takes something to spark that project and move it forward," said Gehrke during a ceremony held in the foot passenger bridge overlooking the ferry Dec. 8.

The project is expected to cost about \$3 million.

EPA Mid-Atlantic Administrator Shawn M. Garvin applauded the DRBA for taking the necessary steps to reduce air pollution. Increasing fuel efficiency reduces greenhouse gas emissions that contribute to climate change, he said.

"No one can deny the power and longevity of these older workhorse diesel engines," he said. "But as we learn more about the health effects of air pollution and as technology improves, the reality is these older engines do not meet current health-based emissions standards."

The upgrade is expected to reduce annual fuel use by about 40,000 gallons and reduce annual carbon dioxide emissions by 443 tons. Garvin said the health benefits are significant. Cleaner air can reduce heart disease, asthma, emphysema and other respiratory problems.

Gehrke said there also benefits to ferry operations. Newer engines will save DRBA \$130,000 annually in maintenance costs, he said.

Sen. Tom Carper co-authored the Diesel Emission Reduction Act that was signed into law by President Obama in 2011. The EPA funds made available for the ferry upgrade were a direct result of that piece of legislation.

"The changes made to these ferry engines will be a breath of fresh air for the folks that live here in Lewes and in New Jersey," Carper said.

Carper was joined at the press conference by his colleague Sen. Chris Coons. Coons said his in-laws have a home neighboring the ferry terminal, and his family appreciates DRBA's effort to reduce emissions.

"We are particularly grateful for the investment in making sure the ocean breezes that make Lewes so attractive are going to be just a little bit sweeter and a little bit cleaner," he said.

Gov. Jack Markell touted the fact that no other state has reduced emissions more than Delaware since he took office six years ago. He said nine of the state's 10 coal fired power plants were converted to natural gas and the amount of solar energy deployed has multiplied by 30 times.

"We are leading by example when it comes to investing in efficiency," he said. "We think the best energy we buy is the energy we don't have to buy at all because we've made our equipment more fuel efficient."

For more information go to capemaylewesferry.com.

Diesel Emission Reduction Act Funding Event
Announcement of \$975,000 DERA funds to
Delaware River & Bay Association

Thank you Scott (Green)

I appreciate the opportunity to be here and participate in today's event announcing Diesel Emission Reduction Act funding of \$975,000 to the Delaware River and Bay Authority.

I also want to recognize our elected officials and their representatives for taking time out of your busy schedule to attend today's event. This event would not be taking place had you not supported the work of the Environmental Protection Agency and more specifically – diesel emission reduction.

Delaware River & Bay Association's efforts to improve the environment is to be commended because of the benefits this project provides including reduced air pollution as well as lowering greenhouse gas emissions through increased fuel efficiency.

We all know the M/V Delaware Ferry is an asset to the Delaware and New Jersey Shore Community because of its ability to shuttles thousands across the bay each year.

Our mission at EPA is to protect human health and the environment so when an opportunity to improve both through a project that Delaware River and Bay Association submitted, our decision to move forward is a little easier.

No one can deny the power and longevity of the diesel engines which power these ferries. They are true workhorses, but as technology has improved, these older engines can no longer meet emission standards that are required for heavy duty engines.

However with EPA certified Tier 3 engines, there are significant reductions in NOx, PM, and Carbon emissions which meets new standards. Additionally the engine efficiency generates yearly fuel savings of 39,200 gallons.

This project becomes even more important now that Administrator McCarthy announced EPA's proposal to strengthen the Ozone standard two weeks ago.

EPA's believes that strengthening the standard to a range of 65 to 70 ppb will provide significantly better protection for children, preventing from 320,000 to 960,000 asthma attacks and from 330,000 to 1 million missed school days.

Strengthening the standard to a range of 70 to 65 ppb would better protect both children and adults by preventing more than 750 to 4,320 premature deaths; 1,400 to 4,300 asthma-related emergency room visits; and 65,000 to 180,000 missed workdays.

When this project reaches completion, it will decrease the amount of NOx contributing to Ground Level Ozone in Delaware which can help the state maintain its excellent air quality.

The additional benefits from completing this project is the fuel savings that will come with the new diesel engines. Mobile emissions is a leading contributor of carbon dioxide emissions, therefore the 39,700 gallons that are expected to be saved from the changeover will help in the fight against climate change.

On the subject of efficiency, this week mark's EPA's Energy Efficiency Week of Action. This week long campaign calls on consumers and businesses to utilize Energy Star products because not only will it save them money, but it also takes action against climate change.

The President's Climate Action Plan which he announced last year lays the foundation for the clean energy economy of the future, spurring innovation, creating opportunity, and boosting the economy.

An important part of President's Climate Action Plan is cutting energy waste.

EPA knows the power of energy efficiency because over the last 22 years, with help from EPA's ENERGY STAR, American families and businesses have saved 300 billion dollars on utility bills and prevented more than 2.1 billion metric tons of greenhouse gas emissions.

More than 300 million ENERGY STAR certified products were purchased across more than 70 product categories in 2013. ENERGY STAR shows that we can build a thriving economy and at the same time protect our health and the environment.

Through using cleaner energy sources and cutting energy waste, we can spur innovation and unleash investment that will create jobs in a modern, 21st century power sector, bolster our energy security, responsibly cut carbon pollution, and support manufacturing innovation, all while saving Americans money.

We know that no single step can reverse the effects of climate change, but together our actions can **and are** making a difference. Through ENERGY STAR, we are providing the tools, strategies and products Americans need to make smart energy choices that cut harmful greenhouse gas pollution, putting us on a path to a cleaner, healthier planet that our children and our children's children will be proud to inherit.

Thank you.

**Advance Agenda
Diesel Emission Reduction Grant Event
Lewes Terminal Ferry
43 Cape Henlopen Drive
Lewes, DE
Monday, December 8, 2014
11:00 a.m.**

- * Time (11:00 am – 12:00 pm) Business Attire
- * 35 Attendees * Press (Open)
- * Remarks & Photo Opportunity after completion of event

Logistics: Event will be outside on patio overlooking the water if weather permits; if not, the event will occur inside on the Skywalk also overlooking the water.
Podium and Sound System will be provided; chairs for speakers only.
Audience will consist of DRBA personnel, DRBA Commissioners (12), and the general public.

AGENDA

11 a.m.	Scott Green Executive Director, Delaware River and Bay Authority	Welcome/ Introductions
11:05	Shawn M. Garvin EPA Regional Administrator	Remarks/Announcement of Grant
11:10	Heath Gehrke, Director of Ferry Operations	Remarks on Acceptance of Grant
11:15	Senator Tom Carper	Remarks
11:20	Senator Chris Coons	Remarks
11:25	Congressman John Carney	Remarks
11:30	David Small Secretary, DNREC	Remarks
11:35	Scott Green	Closing

Note: One-on-one with Media Following the Event
Lunch Being Served for Speakers and Staffers Inside Terminal Building Immediately Following

**Regional Administrator
Public Event Briefing**

Date of Event: December 8, 2014, 11:00 am

Program/Topic: Diesel Emission Reduction Act competitive grant to the Delaware River & Bay Authority

What is the purpose of the event or the program EPA is trying to highlight?

Announcement of \$975,000 DERA grant to the Delaware River & Bay Authority to repower the M/V Delaware's two existing 2,060 horsepower Tier 0 engines with two EPA certified Tier 3 certified engines. This repower will have annual reductions of 39.7 tons of NOx, 0.42 tons of PM and 443 tons of CO2 and an annual fuel savings of 39,600 gallons.

What is EPA's Involvement?

To announce \$975,000 Diesel Emission Reduction Act grant to Delaware River & Bay Authority.

What other organizations are involved in the event (state agencies, non-governmental organizations, industry)?

Delaware River & Bay Authority, DNREC Secretary David Small
Senators Carper and Coons
Cong Carney

If money is being awarded, how much, who is the recipient, and what is the purpose of the grant? What is the authorizing legislation?

\$975,000 competitive Diesel Emission Reduction Act grant. The total cost of the project is \$3,132,800 and DRBA has a mandatory cost share of \$2,157,800.

What other issues or hot topics in the city or state of the event should the RA know about?
N/A

Other Background:

Other Key Issues:

List of Attachments: Delaware River & Bay Authority Project Proposal, Agenda, Talking Points.

EPA Staff Contact/Cell Number: Michelle Moyer, 215-814-2098; Pat Egan, 215-814-3167



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III- OFFICE OF PUBLIC AFFAIRS
1650 Arch Street Philadelphia, Pennsylvania 19103-2029
Phone - 215/814-5100 Fax - 215/814-5102

EPA Media Advisory

Contact: Roy Seneca, 215-814-5567 seneca.roy@epa.gov
December 5, 2014

EPA to present \$975,000 grant to upgrade Cape May-Lewes Ferry with clean air technology

WHAT:

The U.S Environmental Protection Agency will announce a \$975,000 grant to Delaware River and Bay Authority to upgrade the Cape May-Lewes Ferry with low-emitting marine propulsion engines.

(The ferry and engine room onboard will be available for the media to tour.)

WHEN:

Monday, December 8 – 11 a.m.

WHO:

EPA Mid-Atlantic Regional Administrator Shawn M. Garvin
Executive Director Scott Green, Delaware River and Bay Authority
Governor Jack Markell (Del.)
U.S. Senator Tom Carper (Del.)
U.S. Senator Chris Coons (Del.)
U.S. Rep. John Carney (Del.)
Secretary David Small, Delaware Department of Natural Resources and
Environmental Control

WHERE:

Lewes Ferry Terminal
43 Cape Henlopen Drive
Lewes, Del.

To View All Press Releases:

<http://yosemite.epa.gov/opa/admpress.nsf/Press%20Releases%20From%20Region%203!OpenView>

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Phone - 215/814-5100 Fax - 215/814-5102

EPA Environmental News

Contacts: (EPA) Roy Seneca seneca.roy@epa.gov 215-814-5567
(DRBA) James Salmon james.salmon@drba.net 302-571-6409

EPA grant will upgrade Cape May-Lewes Ferry With diesel clean air technology

(LEWES, Del., December 8, 2014) – The U.S Environmental Protection Agency today announced a \$975,000 Diesel Emission Reduction Act grant to the Delaware River and Bay Authority that will help bring new clean air technology to the Cape May-Lewes Ferry and reduce toxic air emissions.

“Cleaning up our air and ensuring people’s right to breathe healthy air is a priority for EPA,” said EPA Mid-Atlantic Regional Administrator Shawn M. Garvin. “The benefits of upgrading engines on the Cape May-Lewes ferry will help us combat climate change and benefit local air quality equivalent to removing emissions from 12 diesel tractor trailer trucks.”

The grant will support repowering the propulsion engines in the ferry boat M/V Delaware with EPA certified engines that are anticipated to annually reduce fuel use by 39,600 gallons and reduce annual carbon dioxide emissions by 443 tons. In addition, the upgrade will reduce nitrogen oxide (NOx) emissions by 39.7 tons and particulate matter (PM) emissions by nearly half a ton.

“We are grateful that the EPA recognized the importance of repowering MV Delaware, and the DERA grant will greatly assist that effort,” said Heath Gehrke, Director of Operations for the Cape May-Lewes Ferry. “The new engines will not only burn less fuel and be more efficient, but emissions will also be reduced by nearly 40 percent. In addition, we expect to save approximately \$130,000 per year in maintenance costs associated with old engines.”

The year-round Cape May-Lewes Ferry service is a critical part of the Mid-Atlantic regional transportation infrastructure, carrying about 800,000 passengers and 300,000 vehicles annually on a 14-mile route between Lewes, Del. and Cape May, N.J. For more than 40 years, the ferry has offered customers economical and efficient transportation.

(more)

To View All Press Releases: <http://www.epa.gov/region3/r3press/r3press.htm>

“This project is an excellent example of state and federal partners working together to find an effective way to improve air quality, reduce health risks and support the state’s ongoing efforts to reduce the effects of climate change,” said Delaware Governor Jack Markell. “The Delaware River Bay Authority deserves recognition for investing in these new engines. I thank our Congressional Delegation for their support in securing federal funding and to the EPA for providing the grant.”

“For every \$1 invested through the Diesel Emissions Reduction Act, we get over \$13 in health and economic benefits in return,” said Sen. Tom Carper, who co-authored the Diesel Emissions Reduction Act. “The good thing about diesel engines is that they last a long time, and the bad thing about diesel engines is that they last a long time. Retrofitting or replacing older diesel engines can dramatically reduce harmful emissions but, despite the long-term economic benefits of these upgrades, there are few direct and immediate economic incentives. Programs like the Diesel Emissions Reduction Act help encourage critical investment in updating our diesel fleets so they are cleaner and friendlier for our environment. The changes made to these ferry engines will be a breath of fresh air for the folks that live here in Lewes and in New Jersey.”

DERA funds are used to clean up the legacy fleet of diesel engines that were produced before more recent environmental standards. The DERA grant program is intended to help solve some complex air quality issues in port communities.

For more information on the DERA funding assistance program and other grant opportunities, visit <http://www.epa.gov/cleandiesel/prgnational.htm> .

###



Recd
11/26/14

THE DELAWARE RIVER AND BAY AUTHORITY

DELAWARE MEMORIAL BRIDGE
AIRPORTS DIVISION

Post Office Box 71
New Castle, DE 19720
302.571.6357
FAX: 302.571.6367

CAPE MAY – LEWES FERRY
DELAWARE CITY – SALEM FERRY

PROCUREMENT AND CONTRACT SERVICES

November 26, 2014

Michelle Moyer
U.S. E.P.A. Region III
1650 Arch Street
Philadelphia, PA 19103

Re: Cape May-Lewes Ferry Vessel Repowering Project; EPA Assistance # DE-963338-01-0

Ms. Moyer:

As discussed during our telephone conversation this week, I will be responsible for managing the public procurement and contract-related elements of the above project. The DRBA has received the results of an engine selection analysis performed by an independent professional engineering firm (attached) and wishes to procure the equipment as detailed in the document. Further, we are in the process of defining the Project technical specifications and engineering, based exclusively on the specific engine recommended within the selection analysis document. The DRBA intends to order the selected engines and related equipment and will subsequently publicly advertise the Project for competitive proposals, with the engines advertised as being "owner-furnished".

As a bi-state Authority, the DRBA will be following Title 40, Part 31. The DRBA wishes to procure the equipment specified by the independent engineer. This "Sole Source" procurement meets a circumstantial requirement of Part 31(c), since the equipment is available only from a single source. As there is significant lead time required to procure the engines, the DRBA formally requests your pre-award review and written approval so that we may move forward with this Project. Thank you for your consideration in this matter.

Sincerely,

Travis L. Crawford
Procurement and Contract Services

cc: Victor Ferzetti, CFO
Jim Gillespie, Project Manager
attachment

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DRIVER

DATABASE FOR REPORTING
INNOVATIVE VEHICLE
EMISSIONS REDUCTIONS

[Logout](#)[User Guide](#)

Today's Date is 10/30/2014
Release 8.5 (06/12/2014)

Leaving Emissions In the Past

[Project Summary](#) [Return to Project List](#) [Search Projects](#)

Project Information

[Edit](#)

Project Name: Marine Engine Repower of a Ferry Vessel-M/V Delaware

Project ID: 12443

Description: This project will repower 2-Tier 0 main propulsion engines in one vessel with EPA Tier-3 certified engines.

Publicly Announced Date:

Confirmed

Notes: Grant awarded on 9/30/2014 but did not use emissions for EOY 2014 ACS. Will be added to midyear ACS 2015

Last Modified By: MMOYER

Program Code: 2D

Last Modified Date: 10/30/2014

Fiscal Year: 2013

Created By: MMOYER

IGMS EPA Grant Amount: \$975,000.00

Created Date: 09/24/2014

EPA Grant Number: 96333801

EPA Grant Status: Open

IGMS Baseline Report: [Link to Notes](#)

[Summary](#) [Vehicle/Engine](#) [Public Content](#) [Health Benefits](#)

Contacts

[Edit](#)

Organization: Delaware River and Bay Authority

Organization Contact: James Gillespie

EPA Contact: Catherine Magliocchetti

EPA Contact Region: 3

Details

[Edit](#)

Project Type

- ☐ Clean/Alt Fuels
☐ Idle Reduction
☐ Innovative Finance
☐ Retrofits
☐ Rules/Policies
☒ Other

DERA Program

- ☐ Recovery
☐ Emerging
☐ Finance
☐ National
☐ State
☐ Rebates

Non-DERA

- ☐ CMAQ
☐ Local Law
☐ SIP
☐ State Law
☐ TIP
☐ SEP

Sector

- ☐ Agriculture
☐ Construction
☐ Freight
☐ Ports
☐ School Bus
☐ Other

Application Location

Region: 3
Street Address:
City: New Castle
County: New Castle
State: DE
Zip: 19720

Place of Performance

Region: 3
City: New Castle
County: New Castle
State: DE
Zip: 19720

Other Information

Is this project in a ... ☐ Ozone 8-hour
☒ PM 2.5 nonattainment area?

Tribal Area: No
EJ Area:
Public Fleet: No
Environment
Justice Description:
Mapped to GeoGrants? ☐ Yes ☒ No

QMR

Reporting Year: 2015
Quarter: Q1

Project Target Fleet(s)

- ☐ Agriculture
- ☐ City/County Vehicle
- ☐ Construction
- ☐ Delivery Truck
- ☐ Emergency Vehicle
- ☐ Long Haul Trucks
- ☒ Marine
- ☐ Mining
- ☐ Ports and Airports
- ☐ Rail
- ☐ Refuse Hauler
- ☐ School Bus
- ☐ Short Haul
- ☐ Stationary
- ☐ Transit Buses
- ☐ Utility Vehicle
- ☐ Other

Funding

Edit

Funding Source 1:
Funding Type (Source 1): EPA
EPA NCDC Project Funding Amount: \$975,000.00

Funding Source 2:
Funding Type (Source 2): Match
Funding Amount (Source 2): \$2,157,800.00

Funding Source 3:
Funding Type (Source 3):
Funding Amount (Source 3):

Funding Source 4:
Funding Type (Source 4):
Funding Amount (Source 4):

Total Cost Effectiveness:
Total Funding: \$3,132,800.00

MMOYER en-us



DRIVER

DATABASE FOR REPORTING
INNOVATIVE VEHICLE
EMISSIONS REDUCTIONS

[Logout](#)[User Guide](#)

Today's Date is 10/30/2014
Release 8.5 (06/12/2014)

Leaving Emissions in the Past

[Projects](#) / [Applicants](#) / [Rebates](#) / [Organizations](#) / [Contacts](#) / [Issues](#)

Vehicle Information

[Cancel](#) [Delete](#) [Apply Changes](#)

Vehicle ID: 30234

Record Type: ☒ Estimate ☐ Actual

☒ Nonroad ☐ On Highway

Target Fleet:

Target Fleet selected for this project: Marine

Vehicle Class:

Vehicle Count: 1

Model Year: 1980

(Year of Existing Engine)

Retrofit Year: 2014

(Year that retrofit took place)

HP:

(Round to next highest HP)

Usage Rating:

(hr/yr/vehicle)

Annual Miles:

(mi/yr/vehicle)

Engine Manufacturer:

Engine Model:

Engine Displacement:

(liters)

Approx. Remaining Years:

(Years Remaining on New Technology)

Vehicle and Emissions Notes: 1973 engines

12 of 256

Technology Information

Technology Type Engine Replacement / Repower

Technology Engine Repower

Technology Type 2 Engine Replacement / Repower

Technology 2 Engine Repower

Technology Type 3 Engine Replacement / Repower

Technology 3 Engine Repower

Special Requirements

New Model Year

New Engine Model

New Engine Manufacturer

Total Idling Hrs Reduced

(for all vehicles) If Idling Control Strategies is selected.

Cost per Unit \$

Cost to Install \$

Fuel Type:

Gallons/Year:

Biodiesel Blend % / sulfur content

Emissions

	NOx	PM	HC	CO	CO2
Reduction (%)					
<u>Lifetime Emissions</u>					
Baseline (tons)					
After Retrofit (tons)					
Emissions Reduced (tons)					
<u>Annual Emissions</u>					
Baseline (tons/yr)					
Emissions Reduced (tons/yr)	39.7	.42		443	
Capital Cost Effectiveness (\$/ton)					
Total Cost Effectiveness (\$/ton)					
Diesel Fuel Saved		gallons/year			

MMOYER en-us

DETERMINATION MEMORANDUM
ADDENDUM (Added 11/20/14)

SUBJECT: Diesel Emissions Reduction Act Grant Determinations
Region 3 Air Protection Division
Funding Recommendation for the National Clean Diesel Funding Assistance
Program FY14 - EPA-OAR-OTAQ-14-05

I, David Arnold, have reviewed the recommended grant awards and the attached Rationale and Basis for Selection under the Region 3, Air Protection Division Funding, Recommendation for the National Clean Diesel Funding Assistance Program FY14.

I have determined that the activities to be supported by the grants will likely (i) deliver programmatic results, (ii) achieve long-term public benefits by investing in environmental protection, and (iii) satisfy transparency and accountability objectives.


David Arnold
Acting Director, Air Protection Division
U.S. EPA Region 3

11/24/14
Date

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CONFLICT OF INTEREST STATEMENT FOR SELECTION OFFICIALS¹
Addendum (added 11-20-14)

I, David Arnold, certify to the best of my knowledge and belief, that I am not aware of any information, facts, or circumstances bearing on the existence of any potential or actual conflicts of interest that would affect, impair, or influence my ability to make selections for award under announcement number **EPA-OAR-OTAQ-14-05** in an impartial, fair, and objective manner in accordance with the stated evaluation criteria. If such a conflict of interest materializes during performance of my responsibilities as selection official, I will immediately notify and make a full disclosure to the EPA official who delegated me authority to select financial assistance recipients and the Agency's Grants Competition Advocate and not continue to serve as selecting official for this competition until the conflict of interest can be mitigated, resolved, or avoided.

David L. Arnold
Print name

David L. Arnold
Signature

11/20/14
Date

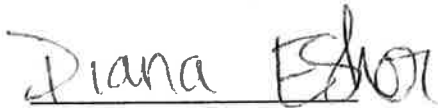
¹ The selection documentation should reference that the selection official signed a conflict of interest statement.

DETERMINATION MEMORANDUM

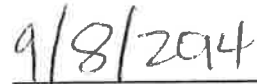
SUBJECT: Diesel Emissions Reduction Act Grant Determinations
Region 3 Air Protection Division
Funding Recommendation for the National Clean Diesel Funding Assistance
Program FY14 - EPA-OAR-OTAP-14-05

I have reviewed the recommended grant awards and the attached Rationale and Basis for Selection under the Region 3, Air Protection Division Funding, Recommendation for the National Clean Diesel Funding Assistance Program FY14.

I have determined that the activities to be supported by the grants will likely (i) deliver programmatic results, (ii) achieve long-term public benefits by investing in environmental protection, and (iii) satisfy transparency and accountability objectives.



Diana Esher
Director, Air Protection Division
U.S. EPA Region 3


Date

CONFLICT OF INTEREST STATEMENT FOR SELECTION OFFICIALS¹

I, Diana Esher, certify to the best of my knowledge and belief, that I am not aware of any information, facts, or circumstances bearing on the existence of any potential or actual conflicts of interest that would affect, impair, or influence my ability to make selections for award under announcement number **EPA-OAR-OTAQ-14-05** in an impartial, fair, and objective manner in accordance with the stated evaluation criteria. If such a conflict of interest materializes during performance of my responsibilities as selection official, I will immediately notify and make a full disclosure to the EPA official who delegated me authority to select financial assistance recipients and the Agency's Grants Competition Advocate and not continue to serve as selecting official for this competition until the conflict of interest can be mitigated, resolved, or avoided.

Diana Esher

Print name

Diana Esher

Signature

9/3/14

Date

¹ The selection documentation should reference that the selection official signed a conflict of interest statement.

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

APR -9 2014

OFFICE OF
AIR AND RADIATION

MEMORANDUM

SUBJECT: Review of Competitive Funding Announcement
National Clean Diesel Funding Assistance Program, FY 2014 Request for Proposals
(RFP), # EPA-OAR-OTAQ-14-05

FROM: Christopher Grundler, Director
Office of Transportation and Air Quality *Ben Hengst, for*

THRU: *Elizabeth A. Shaw*
Elizabeth A. Shaw
Senior Resource Official

TO: Janet G. McCabe *JGM*
Acting Assistant Administrator

The purpose of this memorandum is to ^{and then they are} certify our internal review of the expected outcomes and outputs from the awards National Clean Diesel Funding Assistance Program, FY 2014 Request for Proposals (RFP), # EPA-OAR-OTAQ-14-05, are appropriate and in support of program goals. Under the referenced announcement, EPA seeks applications for projects that achieve significant reductions in diesel emissions in terms of tons of pollution produced by diesel engines and diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.

EPA anticipates awarding a total of approximately \$9 million under this announcement, subject to the availability of funds, the quality of proposals received, and other applicable considerations. It is anticipated that 1-2 assistance agreements will be made per Region from this announcement.

The OTAQ announcement has identified the following strategic plan linkage and anticipated outcomes/outputs:

- **Linkage to EPA Strategic Plan.** All proposals must support EPA's 2011-2015 Strategic Plan Goal 1, 'Take Action on Climate Change and Improve Air Quality'; Objective 1.2 'Improve Air Quality', which states, "Achieve and maintain health-based air pollution standards and reduce risk from toxic air pollutants and indoor air contaminants." Specifically, the proposed activities will reduce emissions from diesel fleets, thereby reducing local and regional air pollution.
- **Expected Outputs.** Expected outputs from the projects to be funded under this announcement include, but are not limited to:
 - number of replaced or retrofitted engines/vehicles/equipment; and/or
 - hours of idling reduced.

Other potential outputs may include, but are not limited to:

- adoption of an idle reduction policy;
- number of subawards; and/or
- dissemination of project/technology information via list serves, websites, journals and outreach events.

Progress reports and a final report will also be required outputs.

- Expected Outcomes. Expected outcomes from the projects to be funded under this announcement include, but are not limited to:

Intermediate Outcomes:

- net reduction in annual pounds or tons of fine particulate matter (PM 2.5), nitrogen oxides (NO_x), greenhouse gases (GHG) such as carbon dioxide (CO₂) and black carbon, and/or volatile organic compounds (VOCs); and/or
- net reduction in gallons of diesel fuel used.

End Outcomes:

- improved ambient air quality; and/or
- health benefits achieved (Monetary health benefits must be described consistent with the instructions provided in Appendix F.)

Other potential outcomes may include, but are not limited to:

- changes in driver behavior regarding idling practices;
- an increased understanding of the environmental or economic effectiveness of the implemented technology;
- increased public awareness of project and results; and/or
- widespread adoption of the implemented technology.

In addition, the announcement promotes competition to the maximum extent practicable as it seeks applications from the full range of entities eligible Title VII, Subtitle G of the Energy Policy Act of 2005 (Public Law 109-58), as amended and reauthorized by the Diesel Emissions Reduction Act of 2010 (Public Law 111-364) and codified at 42 USC 16131 *et seq.*, the evaluation criteria do not appear to be restrictive, the announcement will be open for at least 45 days as required by the Grants Competition Policy, and there are no restrictive administrative or submission requirements in section IV of the announcement.

I have reviewed the attached competitive funding announcement and believe the expected outcomes from the award(s) under this proposed announcement are appropriate and in support of program goals and the announcement promotes competition to the maximum extent practicable.

Applicant & Threshold Eligibility Form
EPA-OAR-OTAQ-13-02

Applicant Name: DELAWARE RIVER AND BAY AUTHORITY

Project Title: MARINE ENGINE REPOWER OF A FERRY VESSEL
M/V DELAWARE

EPA Region: 3

EPA Reviewer ID: M **Date:** 6-19-14

Is the Applicant an Eligible Entity?

Yes



No ☐

Notes:

Eligible entities are:

1. A regional, State, local or tribal agency (or intertribal consortium) or port authority with jurisdiction over transportation or air quality; or
2. A nonprofit organization or institution that:
 - a. represents or provides pollution reduction or educational services to persons or organizations that own or operate diesel fleets; or
 - b. has, as its principal purpose, the promotion of transportation or air quality.

School districts, municipalities, metropolitan planning organizations (MPOs), cities and counties are all eligible entities under this assistance agreement program to the extent that they fall within the definition above.

Non-profit organization, as defined by the Office of Management and Budget (OMB) Circular A-122, located at 2 CFR Part 230, means any corporation, trust, association, cooperative, or other organization which is operated primarily for scientific, educational, service, charitable, or similar purposes in the public interest, is not organized primarily for profit, and uses its net proceeds to maintain, improve, and/or expand its operations. For this purpose, the term "non-profit organization" includes non-profit institutions of higher education and hospitals. Non-profit organizations described in Section 501(c)(4) of the Internal Revenue Code that engage in lobbying activities as defined in Section 3 of the Lobbying Disclosure Act of 1995 are not eligible to apply.

Federally recognized Indian tribal governments are defined as any Indian tribe, band, nation, or other organized group or community (including Native villages) certified by the Secretary of the Interior as eligible for the special programs and services provided by him through the Bureau of Indian Affairs as well as any organization or intertribal consortium that represents federally recognized tribes.

For the purposes of this RFP, "intertribal consortium" is defined as a partnership between two or more tribes that is authorized by the governing bodies of those tribes to apply for and receive assistance under this program. Intertribal consortia are eligible to receive assistance under this program only if the consortium demonstrates that all members of the consortium meet the eligibility requirements for the program and authorize the consortium to apply for and receive assistance by submitting to EPA documentation of (1) the existence of the partnership between Indian tribal governments, and (2) authorization of the consortium by all its members to apply for and receive the assistance.

Threshold Eligibility Review

Only proposals from eligible applicants that meet all threshold eligibility criteria will be evaluated against the ranking criteria in Section V of the RFP.

1. Proposal Content and Submission

- a. Does the proposal substantially comply with the proposal submission instructions and proposal content requirements set forth in Section IV and Appendix B of this RFP?

Yes ☒ No ☐

- b. Was the proposal received by EPA through one of the specified methods in Section IV on or before the proposal submission deadline published in Section IV?

Yes ☒ No ☐

2. Is the proposal for a project that implements one or more of the eligible diesel emissions reduction solutions set forth in Section I.B.2.?

Yes ☒ No ☐

3. Does the proposal request EPA assistance funds within the eligible funding range specified in Section II.A of the RFP?

Yes ☒ No ☐

4. Does the proposal support Goal 1 of EPA's 2014 – 2018 Strategic Plan, Take Action on Climate Change and Improve Air Quality; Objective 1.2: Improve Air Quality?

Yes ☒ No ☐

5. Projects involving engine upgrades, idle reduction technologies on locomotives, shore connection systems and truck stop electrification technologies, engine repowers, vehicle/equipment replacements, and clean alternative fuel conversions must demonstrate on both the SF-424 Application for Federal Assistance and SF-424A Budget Information that the minimum mandatory cost-share requirements will be met. (Refer to Section III.B.1 of the RFP for specific cost-share requirements)

8. Is the Project Narrative portion of the proposal within the 10-page limit (not including the fleet description and optional attachments)?

Yes ☒ No ☐

If "NO", the proposal will still be reviewed and evaluated, however any pages in excess of the page limit will be disregarded during the review.

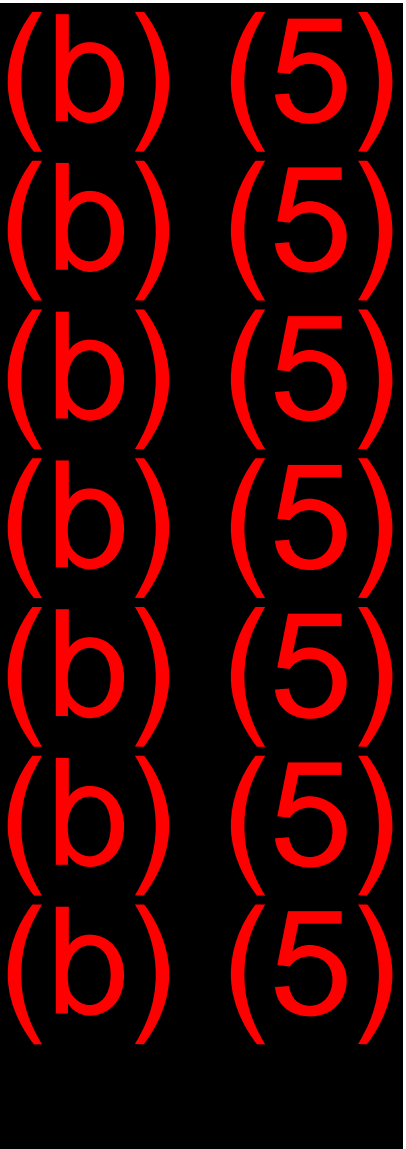
Notes:

9. Projects which include emission reductions from locomotives and/or marine engines must include a "Mandated Measures Justification and Substantiation Letter(s)" as required in Section III.D.1 of the RFP, as an attachment to the proposal.

Has the applicant submitted the required "Mandated Measures Justification and Substantiation Letter(s)", if applicable?

N/A ☐ Yes ☒ No ☐

Notes:



If the mandatory cost-share is not included on the SF-424 and/or the SF-424A, EPA should contact the applicant to clarify their intent. If the applicant is unwilling to meet the mandatory cost-share requirements the proposal will not be evaluated.

Has the applicant indicated they are willing to meet the mandatory cost-share as a condition of funding, if applicable?

N/A ☐ Yes ☒ No ☐

Notes:

6. Applicants must submit their proposals to the EPA regional office which covers the geographic project location. The term "project location" as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized. Proposals submitted to the wrong Region in error may be forwarded to the appropriate Region for review. Applicants may be contacted if clarification is needed.

Has the proposal been submitted to the appropriate Region or forwarded to the appropriate Region?

Yes ☒ No ☐

Notes:

7. Applicants can submit one (1) proposal to up to two (2) EPA Regional offices, for a total of two (2) proposals nationally as long as the proposals are for different projects and submitted separately. An applicant cannot submit more than one proposal for any region. If an applicant submits more than two (2) proposals to EPA, or more than one (1) proposal for a single region, the applicant will be contacted prior to EPA review of any of the proposals to determine which proposals the applicant will withdraw from the competition. Proposals must be submitted to the EPA Regional office which covers the geographic project location, or electronically through grants.gov.

Has the applicant submitted only 1 proposal to the same regional office?

Yes ☒ No ☐

Has the applicant submitted 2 or fewer proposals nationally?

Yes ☒ No ☐

If no, based on the discussion with the applicant, the region(s) and OTAQ will this particular proposal be evaluated by EPA?

Yes ☐ No ☐

Notes:

Marine Vehicles and Engines						
Fleet Name / Group / ID	Vehicle / Engine Count	Vehicle DRE Score	Cumulative DRE Score	Cum. Priority County Score	Cum. Area of Highly Conc. Diesel Poll. Score	Cumulative Location Score
M/V Delaware	2	20	40	16	16	32
				</		

Applicant Name	
EPA Region	
DRIVER Applicant ID	
Data Run By	
Data Run Date	

Vehicle Type	Total Vehicle / Engine Count	Eligible Vehicle / Engine Count	Diesel Reduction Effectiveness		Program Priority Location			
			Sum of Scores	Average Score	a. Priority County Score	b. Area of High Conc. Diesel Poll. Score	Sum of Scores	Average Score
On-Highway	0.00	0.00						
Nonroad, Locomotive, and Marine	2.00	2.00	40.00	20.00	8.00	8.00	32.00	16.00
TOTAL	2.00	2.00	40.00	20.00	8.00	8.00	32.00	16.00

For DRIVER Applicant Data Entry	
3. Total Program Priority - Location Score	16.00
3a. Sub-score - Priority County or Area	8.00
On-Highway Priority County or Area Score	0.00
Nonroad Priority County or Area Score	8.00
3b. Sub-score - Area of Highly Concentrated Diesel Pollution	8.00
On-Highway Area of Highly Concentrated Diesel Pollution Score	0.00
Nonroad Area of Highly Concentrated Diesel Pollution Score	8.00
4. Total Diesel Reduction Effectiveness Score	20.00
On-Highway Diesel Reduction Effectiveness Score	0.00
Nonroad Diesel Reduction Effectiveness Score	20.00

For DERA Proposal Evaluation Form			
	a.	b.	Total
3. Programmatic Priority - Location	8.00	8.00	16.00
4. Programmatic Priority - Diesel Reduction Effectiveness			20.00

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Funding Opportunity: EPA-OAR-OTAA-14-05

Date: 7/7/2014

Reviewer: H

Score Summary											
1. Project Summary	2. Results	3. Location	4. Diesel Reduction Effectiveness	5. Program Priorities	6. Regional Significance	7. Past Performance	8. Staff	9. Budget	10. Expenditure of Grant Funds	11. Fleet Description	TOTAL
Initial Score:	8	16	20	11	8	8	4	4	3	5	95
Final Score:	8	16	20	11	8	8	4	4	3	5	95
Out of:	8	10	16	20	12	10	4	4	3	5	100

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DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

	Total Possible Points	Total Preliminary Score	Total Final Score
	10	8	8
Preliminary sub score	a. 4	a. 4	b. 4
Final sub score	a. 4	a. 4	b. 4
Strengths:			
Weaknesses:			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p>			

2. Results – Outcomes and Outputs: Under this criterion, applicants will be evaluated based on:

a. (5 points) the extent and quality to which the applicant identifies and quantifies the expected project outputs and outcomes, including those identified in Section I.C and Appendix C of the RFP.

Potential Outputs may include, but are not limited to:

- Number of replaced or retrofitted engines/vehicles/equipment;
- Hours of idling reduced;
- Adoption of an idle-reduction policy;
- Number of subawards;
- Dissemination of project/technology information via list serves, websites, journals and outreach events

Potential Outcomes may include, but are not limited to:

- Net reduction in annual pounds or tons of fine particulate matter (PM2.5), nitrogen oxides (NOx), greenhouse gases (GHG) such as carbon dioxide (CO2) and black carbon, and/or volatile organic compounds (VOCs);
- Net reduction in gallons of diesel fuel used;
- Improved ambient air quality;
- Health benefits achieved;
- Changes in driver behavior regarding idling practices;
- An increased understanding of the environmental or economic effectiveness of the implemented technology
- Increased public awareness of project and results
- Widespread adoption of the implemented technology

b. (5 points) the effectiveness of the applicant's plan for tracking and measuring its progress toward achieving the expected project outputs and outcomes, including those identified in Section I.C and Appendix C of the RFP.

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

<p>3. <u>Programmatic Priority - Location:</u> Under this criterion, applicants will be evaluated based on the location of the project. The term "project location" as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized:</p> <p>a. (8 points) Projects located in a priority county or area as described in Appendix D.</p> <p>b. (8 points) Projects located in the following areas of highly concentrated diesel pollution - truck stops, ports, rail yards, terminals, construction sites, school bus depots/yards, or distribution centers.</p> <p>If a single proposal includes vehicles operating in more than one county or area, each vehicle will receive a score under this criterion, and those individual scores will be averaged to create one score for the criterion.</p> <p>Regions may request Headquarters' assistance to use the FY14 DERA Calculator in order to calculate the scores under this criterion. Please enter the score that was calculated for this proposal in the cells associated with this criterion. If you have questions, please contact Faye Swift.</p>	<table border="1"> <tr> <th>Total Possible Points</th> <th>Total Preliminary Score</th> <th>Total Final Score</th> </tr> <tr> <td align="center">16</td> <td></td> <td></td> </tr> <tr> <td>Preliminary sub score</td> <td>a.</td> <td>b.</td> </tr> <tr> <td>Final sub score</td> <td>a.</td> <td>b.</td> </tr> </table>			Total Possible Points	Total Preliminary Score	Total Final Score	16			Preliminary sub score	a.	b.	Final sub score	a.	b.
Total Possible Points	Total Preliminary Score	Total Final Score													
16															
Preliminary sub score	a.	b.													
Final sub score	a.	b.													
<p>Strengths:</p>															
<p>Weaknesses:</p>															
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p>															

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

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<p>4. <u>Programmatic Priority – Diesel Reduction Effectiveness:</u> Under this criterion, applicants will be evaluated on the extent to which the project effectively reduces diesel emissions, by maximizing the useful life and annual operating hours of any certified engine configuration or verified technology. Regions may request Headquarters' assistance to use the FY14 DERA Calculator in order to calculate the scores under this criterion. Please enter the score that was calculated for this proposal in the cells associated with this criterion. If you have questions, please contact Faye Swift.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Total Possible Points</td> <td style="width: 33%;">Total Preliminary Score</td> <td style="width: 33%;">Total Final Score</td> </tr> <tr> <td style="text-align: center; height: 100px; vertical-align: middle;">20</td> <td></td> <td></td> </tr> </table>	Total Possible Points	Total Preliminary Score	Total Final Score	20		
Total Possible Points	Total Preliminary Score	Total Final Score					
20							
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div>							
<p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div>							
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div>							

Funding Opportunity: EPA-OAR-OTAQ-14-05

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Total Possible Points	Total Preliminary Score	Total Final Score
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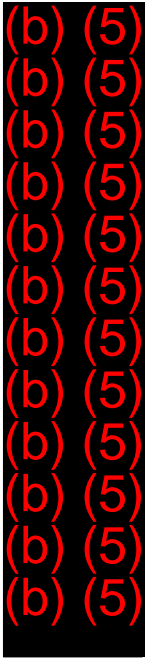
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Strengths:

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Journal of Management Inquiry 22(4) 397-414

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

	Total Possible Points	Total Preliminary Score	Total Final Score
<p>6. Regional Significance: Under this criterion, proposals for projects in Regions 1, 2, 3, 4, 6, 7 and 8 will be evaluated based on the extent and quality to which the project advances <i>one or more</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP. Under this criterion, proposals for projects in Regions 5, 9 and 10 will be evaluated based on the extent and quality to which the project advances <i>all</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP.</p>	10	8	8
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;">  </div> </div> <div style="width: 48%;"> <p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div> </div> </div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div>			

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

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7. Past Performance--Programmatic Capability and Reporting on Results: Under this criterion, applicants

will be evaluated based on their technical ability to successfully complete and manage the project taking into account the applicant's:

- a. (4 points) past performance in successfully completing and managing the federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years;
- b. (2 points) history of meeting reporting requirements on the federally funded assistance agreements identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not.
- c. (2 points) past performance in documenting and/or reporting on progress towards achieving the expected outcomes and outputs (e.g., results) under the federally funded assistance agreements identified in the proposal that are similar in size, scope and relevance to the proposed project performed within the last 3 years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not.

Note: In evaluating applicants under this factor, the Agency will consider the information provided by the applicant and may also consider relevant information from other sources including agency files and prior/current grantors (e.g., to verify and/or supplement the information supplied by the applicant). If you do not have any relevant or available past performance or reporting information, please indicate this in the appropriate section of the Work Plan and you will receive a neutral score for these factors under Section V of this RFP. A neutral score is half of the total points available. If you do not provide any response for this item, you may receive a score of zero (0) for these factors.

Total Possible Points	Total Preliminary Score		Total Final Score
8	8		8
Preliminary sub score	a. 4	b. 2	c. 2
Final sub score	a. 4	b. 2	c. 2

Strengths:

Strengths:

Weaknesses:

Weaknesses:

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

	Total Possible Points	Total Preliminary Score	Total Final Score
<p>8. <u>Staff Expertise/Qualifications:</u> Under this criterion, applicants will be evaluated on their organizational experience, staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project.</p>	4	4	4
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>			
<p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>			

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

<p>9. Budget/Resources: Under this criterion, applicants will be evaluated based on:</p> <p>a. (2 points) the extent and quality to which the applicant addresses the requirements in Appendix B for Section 7 "Budget Detail" of the Work Plan;</p> <p>b. (2 points) whether the project budget is appropriate to accomplish the proposed goals, objectives, and measurable environmental outcomes.</p>				<table border="1"> <tr> <th>Total Possible Points</th> <th>Total Preliminary Score</th> <th>Total Final Score</th> </tr> <tr> <td align="center">4</td> <td align="center">4</td> <td align="center">4</td> </tr> <tr> <td>Preliminary sub score</td> <td>a. 2</td> <td>b. 2</td> </tr> <tr> <td>Final sub score</td> <td>a. 2</td> <td>b. 2</td> </tr> </table>			Total Possible Points	Total Preliminary Score	Total Final Score	4	4	4	Preliminary sub score	a. 2	b. 2	Final sub score	a. 2	b. 2
				Total Possible Points	Total Preliminary Score	Total Final Score												
				4	4	4												
				Preliminary sub score	a. 2	b. 2												
				Final sub score	a. 2	b. 2												
				<p>Strengths:</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>														
<p>Weaknesses:</p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>																		
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DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

	Total Possible Points	Total Preliminary Score	Total Final Score
<p>10. <u>Expenditure of Awarded Grant Funds:</u> Under this criterion, applicants will be evaluated based on their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.</p>	3	3	3
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div> <p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div> <p style="font-size: small; margin-top: 10px;">If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div>			

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

11. Applicant Fleet Description: Under this criterion, applicants will be evaluated based on the degree to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided.			
	Total Possible Points	Total Preliminary Score	Total Final Score
	5	5	5
	Strengths: <div style="border: 1px solid black; height: 150px; width: 100%;"></div>		
Weaknesses: <div style="border: 1px solid black; height: 150px; width: 100%;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>			

Funding Opportunity: EPA-OAR-OTAQ-14-05

Debra and Ruler
Katherine

Bary

me: Yann Engen Repaired a Ferry vessel

Score Summary											
1. Project Summary	2. Results	3. Location	4. Diesel Reduction Effectiveness	5. Program Priorities	6. Regional Significance	7. Past Performance	8. Staff	9. Budget	10. Expenditure of Grant Funds	11. Fleet Description	TOTAL
8	4	16	20	9	7	7	3	4	2	3	85
8	6	16	20	9	7	7	3	4	2	3	85
8	10	16	20	12	10	8	4	4	3	5	100

Proposal Review Based on Evaluation Criteria/Subcriteria

1. Project Summary and Overall Approach: Under this criterion, applicants will be evaluated based on:

- a. (2 points) the extent and quality to which an applicant addresses the requirements in Section 1.B.2, “Eligible Diesel Emission Reduction Solutions”;
- b. (3 points) the extent and quality to which the applicant addresses the requirements in Appendix B, Sub-Section 1. “Project Summary” of the Work Plan;
- c. (3 points) the extent and quality to which the proposal includes a well-conceived, logical strategy for achieving – by the project end date – the anticipated results associated with the project.

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

Weaknesses:

Strengths:

Total Possible Points	Total Preliminary Score	Total Final Score
8	8	
Preliminary sub score	a.	2
Final sub score	a.	b.
		c.

(b)	(5)
(b)	(5)
(b)	(5)
(b)	(5)
(b)	(5)

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

<p>4. Programmatic Priority – Diesel Reduction Effectiveness: Under this criterion, applicants will be evaluated on the extent to which the project effectively reduces diesel emissions, by maximizing the useful life and annual operating hours of any certified engine configuration or verified technology. Regions may request Headquarters' assistance to use the FY14 DERA Calculator in order to calculate the scores under this criterion. Please enter the score that was calculated for this proposal in the cells associated with this criterion. If you have questions, please contact Faye Swift.</p>	Total Possible Points	Total Preliminary Score	Total Final Score
	20	20	20
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div>			
<p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 50px; margin-top: 5px;"></div>			

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

5. Other Programmatic Priorities: Under this criterion, applicants will be evaluated on the extent and quality to which the project addresses the Programmatic Priorities identified in Section I.B.3 of the RFP:

- a. (8 pts) Maximize public health benefits (see Appendix F);
- b. (2 pts) Uses a community-based multi-stakeholder collaborative process to reduce toxic emissions. Community representatives participating in collaborative processes should be identified and contact information provided;
- c. (2 pts) Conserves diesel fuel.

Total Possible Points	Total Preliminary Score		Total Final Score
12	9		
Preliminary sub score	a.	b.	c.
	4	1	2
Final sub score	a.	b.	c.

Strengths:

Weaknesses:

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form
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Total Possible Points	Total Preliminary Score	Total Final Score
10	7	
<p>6. Regional Significance: Under this criterion, proposals for projects in Regions 1, 2, 3, 4, 6, 7 and 8 will be evaluated based on the extent and quality to which the project advances <i>one or more</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP. Under this criterion, proposals for projects in Regions 5, 9 and 10 will be evaluated based on the extent and quality to which the project advances <i>all</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP.</p>		
<div style="background-color: black; color: red; text-align: center; padding: 10px; font-size: 2em; font-weight: bold;"> (b) (b) (b) (b) (b) (5) (5) (5) (5) (5) </div>	<p><u>Strengths:</u></p> <div style="background-color: black; color: red; text-align: center; padding: 10px; font-size: 2em; font-weight: bold;"> (b) (b) (b) (b) (b) (5) (5) (5) (5) (5) </div>	
<div style="background-color: black; color: red; text-align: center; padding: 10px; font-size: 2em; font-weight: bold;"> (b) (b) (5) (5) </div>	<p><u>Weaknesses:</u></p> <div style="background-color: black; color: red; text-align: center; padding: 10px; font-size: 2em; font-weight: bold;"> (b) (b) (b) (b) (b) (b) (b) (b) (b) (b) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) </div>	
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p>		

Funding Opportunity: EPA-OAR-OTAQ-14-05

Reporting on Results: Under this criterion, applicants

successfully complete and manage the project taking into account the applicant's:

- (4 points) past performance in successfully completing and managing the federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years; (2 points) history of meeting reporting requirements on the federally funded assistance agreements identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years and submitting acceptable final technical reports under those agreements; and (2 points) past performance in documenting and/or reporting on progress towards achieving the expected outcomes and outputs (e.g., results) under the federally funded assistance agreements identified in the proposal that are similar in size, scope and relevance to the proposed project performed within the last 3 years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not.

Note: In evaluating applicants under this factor, the Agency will consider the information provided by the applicant and may also consider relevant information from other sources including agency files and prior/current grantors (e.g., to verify and/or supplement the information supplied by the applicant). If you do not have any relevant or available past performance or reporting information, please indicate this in the appropriate section of the Work Plan and you will receive a neutral score for these factors under Section V of this RFP. A neutral score is half of the total points available. If you do not provide any response for this item, you may receive a score of zero (0) for these factors.

Total Possible Points		Total Preliminary Score		Total Final Score	
8		7			
Preliminary sub score	a.	3	b.	2	c.
Final sub score	a.		b.		c.

[illegible][illegible]

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form

Funding Opportunity: EPA-OAR-OTAQ-14-05

8. Staff Expertise/Qualifications: Under this criterion, applicants will be evaluated on their organizational experience, staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project.

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

1. The first step in the process of identifying a problem is to recognize that a problem exists. This involves gathering information about the situation and identifying the specific issue that needs to be addressed.

8. <u>Staff Expertise/Qualifications:</u> Under this criterion, applicants will be evaluated on their organizational experience, staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project.	Total Possible Points	Total Preliminary Score	Total Final Score
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p>	4	3	
<p><u>Strengths:</u></p>			
	<p><u>Weaknesses:</u></p>		

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

9. Budget/Resources: Under this criterion, applicants will be evaluated based on:

- a. (2 points) the extent and quality to which the applicant addresses the requirements in Appendix B for Section 7 "Budget Detail" of the Work Plan;
- b. (2 points) whether the project budget is appropriate to accomplish the proposed goals, objectives, and measurable environmental outcomes.

Total Possible Points	Total Preliminary Score	Total Final Score
4	4	
Preliminary sub score	a. 2	b. 2
Final sub score	a.	b.

Strengths:

Weaknesses:

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

Total Possible Points	Total Preliminary Score	Total Final Score
3	2	
<p>10. Expenditure of Awarded Grant Funds: Under this criterion, applicants will be evaluated based on their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.</p>		
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>		
<p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; width: 100%; background-color: black; color: red; text-align: center; font-size: 2em; font-weight: bold;"> (b) (5) DPP </div>		
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 50px; width: 100%;"></div>		

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAC-14-05

11. Applicant Fleet Description: Under this criterion, applicants will be evaluated based on the degree to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided.	<table border="1"> <tr> <th data-bbox="1822 756 1885 1013">Total Possible Points</th> <th data-bbox="1822 1013 1885 1284">Total Preliminary Score</th> <th data-bbox="1822 1284 1885 1459">Total Final Score</th> </tr> <tr> <td align="center" data-bbox="1759 756 1822 1013">5</td> <td align="center" data-bbox="1759 1013 1822 1284">3</td> <td data-bbox="1759 1284 1822 1459"></td> </tr> </table>			Total Possible Points	Total Preliminary Score	Total Final Score	5	3	
	Total Possible Points	Total Preliminary Score	Total Final Score						
	5	3							
	Strengths: <div style="border: 1px solid black; height: 150px; width: 100%;"></div>								
Weaknesses: <div style="border: 1px solid black; height: 150px; width: 100%;"></div>									
If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses: <div style="border: 1px solid black; height: 40px; width: 100%;"></div>									

DERA Proposal Evaluation Form

Funding Opportunity: EPA-OAR-OTAC-14-05

Applicant: *Delaware River and Bay Authority*

Date: *6/27/14*

Project Name: *Marine Engine Repair of a Ferry Vessel*

Reviewer: *L*

Score Summary											
1. Project Summary	2. Results	3. Location	4. Diesel Reduction Effectiveness	5. Program Priorities	6. Regional Significance	7. Past Performance	8. Staff	9. Budget	10. Expenditure of Grant Funds	11. Fleet Description	TOTAL
Initial Score: 8	8	16	20	9	8	6	4	4	3	5	91
Final Score: 8	8	16	20	9	8	6	4	4	3	5	91
Out of: 8	10	16	20	12	10	8	4	4	3	5	100

Proposal Review Based on Evaluation Criteria/Subcriteria

1. Project Summary and Overall Approach: Under this criterion, applicants will be evaluated based on:

- (2 points) the extent and quality to which an applicant addresses the requirements in Section I.B.2, "Eligible Diesel Emission Reduction Solutions";
- (3 points) the extent and quality to which the applicant addresses the requirements in Appendix B, Sub-Section 1 "Project Summary" of the Work Plan;
- (3 points) the extent and quality to which the proposal includes a well-conceived, logical strategy for achieving – by the project end date – the anticipated results associated with the project.

Total Possible Points	Total Preliminary Score		Total Final Score
<i>8</i>	<i>8</i>		<i>8</i>
Preliminary sub score	a. <i>2</i>	b. <i>3</i>	c. <i>3</i>
Final sub score	a. <i>2</i>	b. <i>3</i>	c. <i>3</i>

Strengths:

(9) (9) (9) (9) (9)
(9) (9) (9) (9) (9)

Weaknesses:

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form

Total Possible Points	Total Preliminary Score	Total Final Score
10	8	8
Preliminary sub score	a. 4	b. 4
Final sub score	a. 4	b. 4

Strengths:

(b) (b) (b) (b)

(5) (5) (5) (5)

Weaknesses:

(b) (b) (b) (b)

(5) (5) (5) (5)

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

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Funding Opportunity: EPA-OAR-OTAC-14-05

49(-)

3. Programmatic Priority - Location: Under this criterion, applicants will be evaluated based on the location of the project. The term "project location" as used in this RFP refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized:

- a. (8 points) Projects located in a priority county or area as described in Appendix D.
- b. (8 points) Projects located in the following areas of highly concentrated diesel pollution - truck stops, ports, rail yards, terminals, construction sites, school bus depots/yards, or distribution centers.

If a single proposal includes vehicles operating in more than one county or area, each vehicle will receive a score under this criterion, and those individual scores will be averaged to create one score for the criterion.

Regions may request Headquarters' assistance to use the FY14 DERA Calculator in order to calculate the scores under this criterion. Please enter the score that was calculated for this proposal in the cells associated with this criterion. If you have questions, please contact Faye Swift.

Total Possible Points	Total Preliminary Score	Total Final Score
16	16	16
Preliminary sub score	a. 8	b. 8
Final sub score	a. 8	b. 8

Strengths:

Weaknesses:

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

<p>4. <u>Programmatic Priority – Diesel Reduction Effectiveness:</u> Under this criterion, applicants will be evaluated on the extent to which the project effectively reduces diesel emissions, by maximizing the useful life and annual operating hours of any certified engine configuration or verified technology. Regions may request Headquarters' assistance to use the FY14 DERA-Calculator in order to calculate the scores under this criterion. Please enter the score that was calculated for this proposal in the cells associated with this criterion. If you have questions, please contact Faye Swift.</p>	Total Possible Points	Total Preliminary Score	Total Final Score
	20	20	20
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div>			
<p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 50px; margin-top: 5px;"></div>			

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Funding Opportunity: EPA-OAR-OTAC-14-05

5. Other Programmatic Priorities: Under this criterion, applicants will be evaluated on the extent and quality to which the project addresses the Programmatic Priorities identified in Section I.B.3 of the RFP:

- a. (8 pts)** Maximize public health benefits (see Appendix F);
- b. (2 pts)** Uses a community-based multi-stakeholder collaborative process to reduce toxic emissions. Community representatives participating in collaborative processes should be identified and contact information provided;
- c. (2 pts)** Conserves diesel fuel.

Total Possible Points	Total Preliminary Score		Total Final Score
12	9		9
Preliminary sub score	a.	b.	c.
	6	1	2
Final sub score	a.	b.	c.
	6	1	2

Strengths:

(5) (5) (5) (5) (5)
 (9) (9) (9) (9) (9)

Weaknesses:

(5) (5) (5) (5)
 (9) (9) (9) (9)

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

Total Possible Points	Total Preliminary Score	Total Final Score
10	8	8
<p>6. <u>Regional Significance:</u> Under this criterion, proposals for projects in Regions 1, 2, 3, 4, 6, 7 and 8 will be evaluated based on the extent and quality to which the project advances <i>one or more</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP. Under this criterion, proposals for projects in Regions 5, 9 and 10 will be evaluated based on the extent and quality to which the project advances <i>all</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP.</p>		
<div style="border: 1px solid black; padding: 5px;"> <p><u>Strengths:</u></p> <div style="background-color: black; color: red; padding: 10px; min-height: 100px;"> <p>(b) (b) (b) (b) (b) (b) (b) (b) (b) (b)</p> <p>(5) (5) (5) (5) (5) (5) (5) (5) (5) (5)</p> </div> </div>		
<div style="border: 1px solid black; padding: 5px;"> <p><u>Weaknesses:</u></p> <div style="background-color: black; color: red; padding: 10px; min-height: 100px;"> <p>(b) (b) (b) (b) (b) (b) (b) (b) (b) (b)</p> <p>(5) (5) (5) (5) (5) (5) (5) (5) (5) (5)</p> </div> </div>		
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p>		

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAC-14-05

Total Possible Points		Total Preliminary Score		Total Final Score
8		6		6
<p>7. Past Performance--Programmatic Capability and Reporting on Results: Under this criterion, applicants will be evaluated based on their technical ability to successfully complete and manage the project taking into account the applicant's:</p>				
<p>a. (4 points) past performance in successfully completing and managing the federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years;</p>				
<p>b. (2 points) history of meeting reporting requirements on the federally funded assistance agreements identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years and submitting acceptable final technical reports under those agreements; and</p>				
<p>c. (2 points) past performance in documenting and/or reporting on progress towards achieving the expected outcomes and outputs (e.g., results) under the federally funded assistance agreements identified in the proposal that are similar in size, scope and relevance to the proposed project performed within the last 3 years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not.</p>				
<p>Note: In evaluating applicants under this factor, the Agency will consider the information provided by the applicant and may also consider relevant information from other sources including agency files and prior/current grantors (e.g., to verify and/or supplement the information supplied by the applicant). If you do not have any relevant or available past performance or reporting information, please indicate this in the appropriate section of the Work Plan and you will receive a neutral score for these factors under Section V of this RFP. A neutral score is half of the total points available. If you do not provide any response for this item, you may receive a score of zero (0) for these factors.</p>				
<p>Strengths:</p> <div style="background-color: black; color: red; padding: 10px; text-align: center;"> <p>(15) (15) (15) (15) (15)</p> <p>(9) (9) (9) (9) (9) (9) (9)</p> </div>		<p>Weaknesses:</p> <div style="background-color: black; color: red; padding: 10px; text-align: center;"> <p>(15) (15) (15) (15) (15)</p> <p>(9) (9) (9) (9) (9) (9) (9)</p> </div>		
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p>				

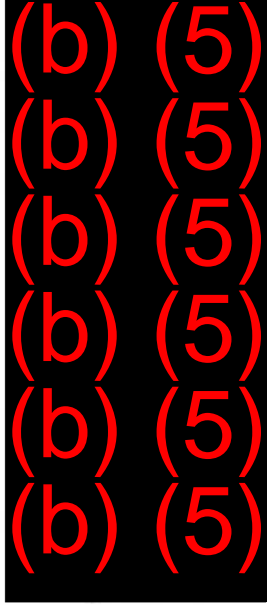
DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

8. <u>Staff Expertise/Qualifications</u> : Under this criterion, applicants will be evaluated on their organizational experience, staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project.	Total Possible Points	Total Preliminary Score	Total Final Score
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 100px; margin-top: 10px;"></div>	4	4	4
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div> </div> <div style="width: 45%;"> <p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; margin-top: 5px;"></div> </div> </div>			

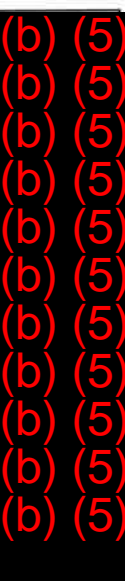
DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAC-14-05

9. <u>Budget/Resources</u> : Under this criterion, applicants will be evaluated based on:			
Total Possible Points	Total Preliminary Score	Total Final Score	
4	4	4	
<p>a. (2 points) the extent and quality to which the applicant addresses the requirements in Appendix B for Section 7 "Budget Detail" of the Work Plan;</p>			
Preliminary sub score	a.	b.	2
Final sub score	a.	2	b. 2
<p>b. (2 points) whether the project budget is appropriate to accomplish the proposed goals, objectives, and measurable environmental outcomes.</p>			
<p>Strengths:</p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>			
<p>Weaknesses:</p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>			

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

	Total Possible Points	Total Preliminary Score	Total Final Score
<p>10. <u>Expenditure of Awarded Grant Funds:</u> Under this criterion, applicants will be evaluated based on their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.</p>	3	3	3
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; margin: 5px 0;">  </div> <p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; margin: 5px 0;"> </div> <p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 50px; margin: 5px 0;"> </div>			

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

11. Applicant Fleet Description: Under this criterion, applicants will be evaluated based on the degree to which detailed information on the target fleet (vessel(s), vehicle(s), engine(s) and/or equipment) is provided.	<table border="1"> <tr> <th data-bbox="1833 764 1887 1015">Total Possible Points</th> <th data-bbox="1833 1015 1887 1284">Total Preliminary Score</th> <th data-bbox="1833 1284 1887 1453">Total Final Score</th> </tr> <tr> <td align="center" data-bbox="1766 764 1833 1015">5</td> <td align="center" data-bbox="1766 1015 1833 1284">5</td> <td align="center" data-bbox="1766 1284 1833 1453">5</td> </tr> </table>			Total Possible Points	Total Preliminary Score	Total Final Score	5	5	5
	Total Possible Points	Total Preliminary Score	Total Final Score						
	5	5	5						
	Strengths:								
									
Weaknesses:									
If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:									

Funding Opportunity: EPA-OAR-OTAQ-14-05

Date: 7/11/14

Authority

Reviewer: K

Score Summary												
	1. Project Summary	2. Results	3. Location	4. Diesel Reduction Effectiveness	5. Program Priorities	6. Regional Significance	7. Past Performance	8. Staff	9. Budget	10. Expenditure of Grant Funds	11. Fleet Description	TOTAL
Initial Score:	7	9	16	20	9	10	7	4	4	3	15	94
Final Score:	7	9	16	20	9	10	7	4	4	3	5	94
Out of:	8	10	16	20	12	10	8	4	4	3	5	100

Proposal Review Based on Evaluation Criteria/Subcriteria

1. Project Summary and Overall Approach: Under this criterion, applicants will be evaluated based on:

- a. (2 points) the extent and quality to which an applicant addresses the requirements in Section 1.B.2, “Eligible Diesel Emission Reduction Solutions”;
- b. (3 points) the extent and quality to which the applicant addresses the requirements in Appendix B, Sub-Section 1 “Project Summary” of the Work Plan;
- c. (3 points) the extent and quality to which the proposal includes a well-conceived, logical strategy for achieving – by the project end date – the anticipated results associated with the project.

Total Possible Points	Total Preliminary Score	Total Final Score
8	7	7
Preliminary sub score	a. 1	b. 3
Final sub score	a. 1	b. 3
		c. 3

Strengths:

(b) (5)
(b) (5)
(b) (5)
(b) (5)

Weaknesses:

(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

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<p>2. Results – Outcomes and Outputs: Under this criterion, applicants will be evaluated based on:</p> <p>a. (5 points) the extent and quality to which the applicant identifies and quantifies the expected project outputs and outcomes, including those identified in Section I.C and Appendix C of the RFP.</p>	<p>Potential Outputs may include, but are not limited to:</p> <ul style="list-style-type: none"> • Number of replaced or retrofitted engines/vehicles/equipment; • Hours of idling reduced; • Adoption of an idle-reduction policy; • Number of subawards; • Dissemination of project/technology information via list serves, websites, journals and outreach events <p>Potential Outcomes may include, but are not limited to:</p> <p>to:</p> <ul style="list-style-type: none"> • Net reduction in annual pounds or tons of fine particulate matter (PM2.5), nitrogen oxides (NOx), greenhouse gases (GHG) such as carbon dioxide (CO2) and black carbon, and/or volatile organic compounds (VOCs); • Net reduction in gallons of diesel fuel used; • Improved ambient air quality; • Health benefits achieved; • Changes in driver behavior regarding idling practices; • An increased understanding of the environmental or economic effectiveness of the implemented technology • Increased public awareness of project and results • Widespread adoption of the implemented technology 			<p>b. (5 points) the effectiveness of the applicant's plan for tracking and measuring its progress toward achieving the expected project outputs and outcomes, including those identified in Section I.C and Appendix C of the RFP.</p>
	<p>Strengths:</p>			
	<p>Weaknesses:</p>			
	<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p>			

Funding Opportunity: EPA-OAR-OTAQ-14-05

[illegible]

DERA Proposal Evaluation Form
Funding Opportunity: EPA-OAR-OTAQ-14-05

<p>4. Programmatic Priority – Diesel Reduction Effectiveness: Under this criterion, applicants will be evaluated on the extent to which the project effectively reduces diesel emissions, by maximizing the useful life and annual operating hours of any certified engine configuration or verified technology. Regions may request Headquarters' assistance to use the FY14 DERA Calculator in order to calculate the scores under this criterion. Please enter the score that was calculated for this proposal in the cells associated with this criterion. If you have questions, please contact Faye Swift.</p>	Total Possible Points	Total Preliminary Score	Total Final Score
	20	20	20
<p><u>Strengths:</u></p> <div style="border: 1px solid black; height: 150px; width: 100%; margin-top: 5px;"></div>			
<p><u>Weaknesses:</u></p> <div style="border: 1px solid black; height: 150px; width: 100%; margin-top: 5px;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 50px; width: 100%; margin-top: 5px;"></div>			

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5. Other Programmatic Priorities: Under this criterion, applicants will be evaluated on the extent and quality to which the project addresses the Programmatic Priorities identified in Section I.B.3 of the RFP:

- a. (8 pts) Maximize public health benefits (see Appendix F);
- b. (2 pts) Uses a community-based multi-stakeholder collaborative process to reduce toxic emissions. Community representatives participating in collaborative processes should be identified and contact information provided;
- c. (2 pts) Conserves diesel fuel.

Total Possible Points	Total Preliminary Score		Total Final Score
12	9		9
Preliminary sub score	a.	b.	c.
Final sub score	a.	b.	c.

Strengths:

(5) (5) (5) (5)

(9) (9) (9) (9)

Weaknesses:

(5) (5) (5) (5)

(9) (9) (9) (9)

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

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<p>6. <u>Regional Significance:</u> Under this criterion, proposals for projects in Regions 1, 2, 3, 4, 6, 7 and 8 will be evaluated based on the extent and quality to which the project advances <i>one or more</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP. Under this criterion, proposals for projects in Regions 5, 9 and 10 will be evaluated based on the extent and quality to which the project advances <i>all</i> of the goals and priorities of the respective region, as identified in Section I.B.4 of the RFP.</p>	<p>Total Possible Points</p>	<p>Total Preliminary Score</p>	<p>Total Final Score</p>
<p>10</p>	<p>10</p>	<p>10</p>	<p>10</p>
<p>Strengths:</p> <div style="background-color: black; color: red; text-align: center; padding: 20px; font-size: 2em; font-weight: bold;"> (b) (b) (b) (b) (5) (5) (5) (5) </div>			
<p>Weaknesses:</p> <div style="height: 150px; border: 1px solid black;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="height: 50px; border: 1px solid black;"></div>			

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7. Past Performance--Programmatic Capability and Reporting on Results: Under this criterion, applicants will be evaluated based on their technical ability to successfully complete and manage the project taking into account the applicant's:			
<p>a. (4 points) past performance in successfully completing and managing the federally funded assistance agreements (assistance agreements include Federal grants and cooperative agreements but not Federal contracts) identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years;</p> <p>b. (2 points) history of meeting reporting requirements on the federally funded assistance agreements identified in the proposal that are similar in size, scope, and relevance to the proposed project performed within the last 3 years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not.</p> <p>c. (2 points) past performance in documenting and/or reporting on progress towards achieving the expected outcomes and outputs (e.g., results) under the federally funded assistance agreements identified in the proposal that are similar in size, scope and relevance to the proposed project performed within the last 3 years; and, if such progress was not made whether the documentation and/or reports satisfactorily explained why not.</p>			
Total Possible Points	Total Preliminary Score	Total Final Score	
8	7	7	
Preliminary sub score	a. 3	b. 2	c. 2
Final sub score	a. 3	b. 2	c. 2
Strengths: <div style="background-color: black; color: red; padding: 5px; text-align: center;"> (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) </div>			
Weaknesses: <div style="background-color: black; color: red; padding: 5px; text-align: center;"> (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) (5) </div>			
Note: In evaluating applicants under this factor, the Agency will consider the information provided by the applicant and may also consider relevant information from other sources including agency files and prior/current grantors (e.g., to verify and/or supplement the information supplied by the applicant). If you do not have any relevant or available past performance or reporting information, please indicate this in the appropriate section of the Work Plan and you will receive a neutral score for these factors under Section V of this RFP. A neutral score is half of the total points available. If you do not provide any response for this item, you may receive a score of zero (0) for these factors.			
If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:			

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	Total Possible Points	Total Preliminary Score	Total Final Score
<p>8. Staff Expertise/Qualifications: Under this criterion, applicants will be evaluated on their organizational experience, staff expertise/qualifications, staff knowledge, and resources or the ability to obtain them, to successfully achieve the goals of the project.</p>	4	4	4
<div style="border: 1px solid black; height: 150px; margin-bottom: 10px;"></div> <div style="border: 1px solid black; height: 150px;"></div>			

Strengths:

(b) (b) (b) (b) (b)
 (S) (S) (S) (S) (S)

Weaknesses:

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

DERA Proposal Evaluation Form

Funding Opportunity: EPA-OAR-OTAQ-14-05

9. Budget/Resources: Under this criterion, applicants will be evaluated based on:

- a. (2 points) the extent and quality to which the applicant addresses the requirements in Appendix B for Section 7 "Budget Detail" of the Work Plan;
- b. (2 points) whether the project budget is appropriate to accomplish the proposed goals, objectives, and measurable environmental outcomes.

Total Possible Points	Total Preliminary Score	Total Final Score
4	4	4
Preliminary sub score	a. 2	b. 2
Final sub score	a. 2	b. 2

Strengths:

(5) (5) (5)
(9) (9) (9)

Weaknesses:

If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:

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Funding Opportunity: EPA-OAR-OTAQ-14-05

	Total Possible Points	Total Preliminary Score	Total Final Score
10. Expenditure of Awarded Grant Funds: Under this criterion, applicants will be evaluated based on their approach, procedures, and controls for ensuring that awarded grant funds will be expended in a timely and efficient manner.	3	3	3
<p>Strengths:</p> <div style="background-color: black; color: red; padding: 10px; text-align: center;"> <p>(b) (b) (b) (b)</p> <p>(5) (5) (5) (5)</p> </div>			
<p>Weaknesses:</p> <div style="border: 1px solid black; height: 150px; width: 100%;"></div>			
<p>If the final score is different from the preliminary score, briefly state the rationale for revising the score, in terms of additional strengths and/or weaknesses:</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>			

Funding Opportunity: EPA-OAR-OTAQ-14-05

Total Possible Points	Total Preliminary Score	Total Final Score
5	5	5

(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)
(b) (5)

Strengths:	Weaknesses:

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Ranking by Avg Score

All Applications Ranked by Average Score					
Region	App #	Applicant Name	Rank By Avg Score	Average Initial Score	
3	1	MARAMA	3	85.75	
3	2	VPA	2	91.00	
3	3	VCC - JMU	4	83.20	
3	4	DRBA	1	91.25	

		Average Score of Each Sub-Criterion																				Criterion Ranking / Percentile Rank										Total Score																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1	2	3	4

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Ranking by Avg Score

All Applications Ranked by Average Score				
Region	App #	Applicant Name	Rank By Avg Score	Average Initial Score
3	1	MARAMA	3	86.25
3	2	VPA	2	91.00
3	3	VCC - JMU	4	83.20
3	4	DRBA	1	91.25

Score Summary

Score Summary																				
			Average Score of Each Sub-Criterion																	
			1a	1b	1c	2a	2b	3a	3b	4	5a	5b	5c	6	7a	7b	7c	8	9a	9b
3	1	MARAMA	1.75	2.50	2.00	3.50	3.00	8.00	8.00	20.00	6.50	1.50	1.00	7.25	3.75	2.00	1.75	4.00	2.00	1.75
3	2	VPA	2.00	2.75	2.75	4.75	4.25	8.00	8.00	20.00	6.50	1.50	2.00	9.00	3.00	1.50	1.50	3.75	1.75	2.00
4	3	VCC - JMU	2.00	2.75	2.50	5.00	4.75	8.00	2.00	13.95	7.25	1.75	2.00	8.75	3.50	2.00	2.00	3.50	2.00	1.75
6	4	DRBA	1.75	3.00	3.00	4.00	3.75	8.00	8.00	20.00	6.50	1.00	2.00	8.25	3.00	2.00	2.00	3.75	2.00	2.00
			Score by Criterion by Reviewer																	
			Criterion 1 8 Points					Criterion 2 10 Points					Criterion 3 16 Points					Criterion 4		
			Project Summary and Overall Approach					Results – Outcomes and Outputs					Benefits to Communities & Public Health					Partnerships		
			H	K	L	V	Avg	H	K	L	V	Avg	H	K	L	V	Avg	H	K	L
3	1	MARAMA	7.0	7.0	8.0	3.0	6.3	8.0	6.0	8.0	4.0	6.5	16.0	16.0	16.0	16.0	16.0	20.00	20.00	20.00
							Avg					Avg					Avg			
3	2	VPA	8.0	8.0	8.0	6.0	7.5	10.0	10.0	10.0	6.0	9.0	16.0	16.0	16.0	16.0	16.0	20.00	20.00	20.00
							Avg					Avg					Avg			
3	3	VCC - JMU	8.0	7.0	8.0	6.0	7.3	10.0	10.0	10.0	9.0	9.8	10.0	10.0	10.0	10.0	10.0	13.80	14.00	14.00
							Avg					Avg					Avg			
3	4	DRBA	8.0	7.0	8.0	8.0	7.8	8.0	9.0	8.0	6.0	7.8	16.0	16.0	16.0	16.0	16.0	20.00	20.00	20.00

Score Summary

Average Score by Criterion																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								</
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